Special Dual Sport issue

CYCLE NEWS

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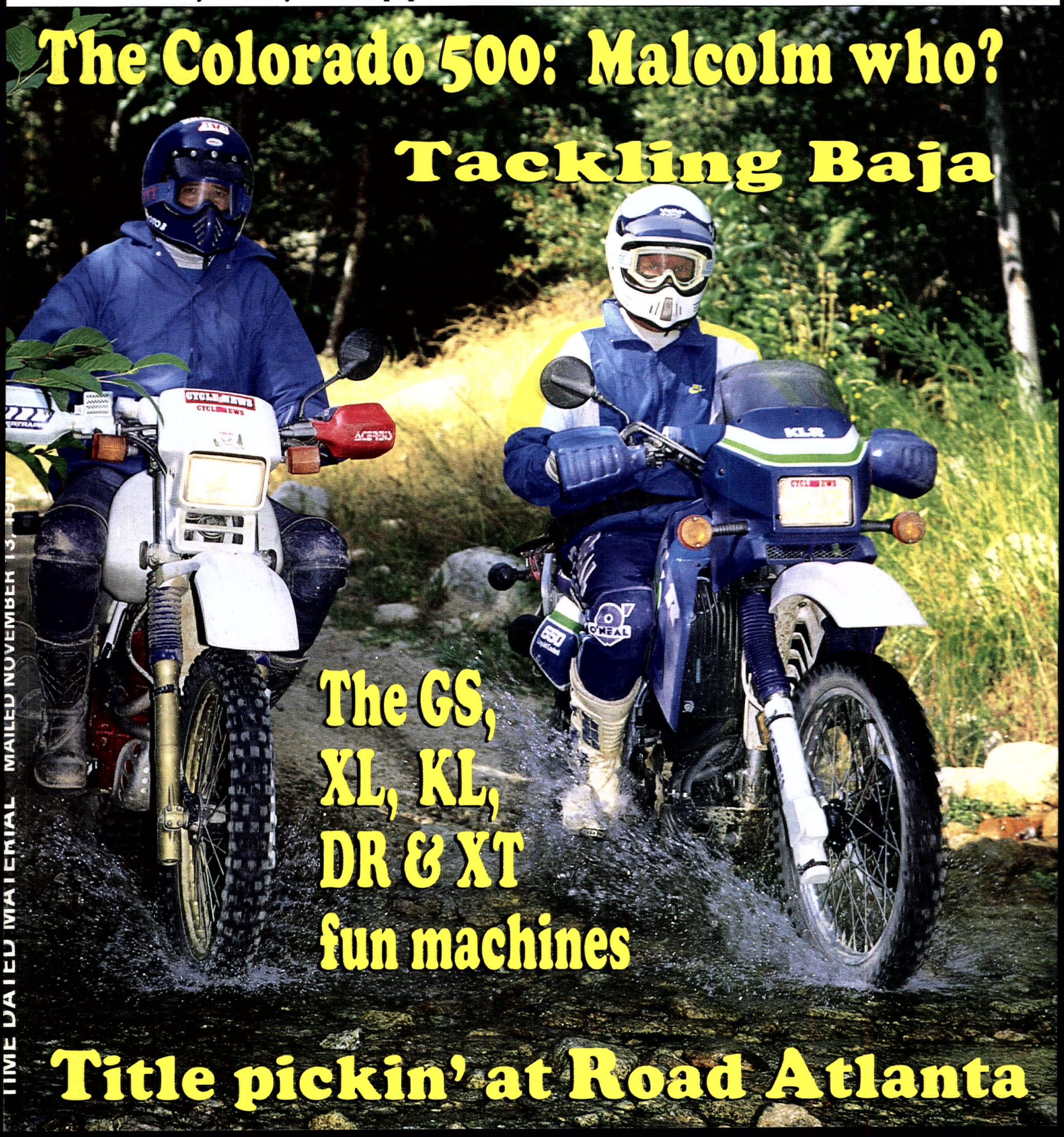

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IN THE WIND By Papa Wealey

Ron Lechien (Kaw) was the overall winner of the two-day Barcelona Supercross held November 10-11 in Barcelona, Spain. Lechien topped Dutchman Pedro Tragter (Suz) and fellow American Bobby Moore (KTM) on Saturday, but on Sunday it was Mike Kiedrowski (Kaw) who took the win over Rick Johnson (Hon), Dean Matson (Suz) and Lechien.

Damon Bradshaw (Yam) was the winner of the Osaka Supercross held in Osaka, Japan, November 10. Jeff Matiasevich (Kaw) finished second and Mike LaRocco (Suz) was third.

The final round of the AMA/Yamaha/Yokohama Grand National Cross Country Series, held November 11 in Millfield, Ohio, saw **Duane Conner** (Kaw) take the overall win ahead of Jeff Russell (Yam) and Mark Hyde (KTM). Russell's second-place finish clinched second in the final point standings behind Scott Summers (Hon).

The results are in and four members of the American Motorcyclist Association (AMA) scored victories in this year's elections for local, state and federal office. **Richard Schoeninger** was re-elected mayor of Eureka Springs, Arkansas. Schoeninger is the vice president of the Motorcycle Riders Foundation, a coalition of motorcyclist groups that includes the AMA. **Sherm Packard**, a Republican from Londonderry, New Hampshire, won election to the state House of Representatives in the 23rd District. **James Harkins**, of Whiteford, Maryland, was elected to the state's House of Delegates in District 35-A. Harkins teaches ATV and motorcycle training courses in his spare time. Ohio Congressman **John Kasich**, a Republican, was re-elected to the U.S. House of Representatives. Kasich, a native of Westerville, Ohio, was a guest speaker at the grand opening ceremonies for the American Motorcycle Heritage Museum this past August.

Senator **Alan Cranston**, 76, the sponsor of the so-called California Desert Protection Act, has announced that he has cancer of the prostrate and will not seek re-election to the U.S. Senate in 1992. Only weeks ago, Cranston declared the 1990 version of the desert bill dead for this year's congressional session, but vowed to bring it back to life in 1991. "The Senate has a history of memorializing those lawmakers who are close to retirement by pushing their legislation through Congress," said Robert Rasor, AMA vice president of government relations. "Considering this, it is clear that we'll need to pull together more than ever to defeat what the Senate may soon be calling, 'The Senator Alan Cranston Desert Protection Act.' "

Road racer **Bert Stuckert** of Kirkwood, New Jersey, suffered critical injuries while participating in the final round of the 1990 WERA Kerker/SBS National Endurance Road Race Series at Road Atlanta on November 2. Stuckert, who is also a CLASS instructor, sustained skull fractures and severe brain trauma and is in critical condition. Cards and letters can be sent to Bert Stuckert, Northeast Georgia Medical Center, Intensive Care Unit/Surgical Division, 743 Spring St., Gainesville, GA 30501.

Earl Pierce, 74, of Bakersfield, California, passed away in October. Pierce, a life-long motorcycle enthusiast, was the father of Ron Pierce, a top-ranked road racer in the '70s.

According to AMA's Hugh Fleming, the **1991 66th International Six Days Enduro**, that is scheduled to be held in Brezova, Czechoslovakia, has a "slim" chance of being **canceled**. "The Greens (environmentalists) are trying to block the event," said Fleming, who attended the FIM Autumn Congress meeting in Budapest, Hungary, last month. "On December 31, (1990) the CTE (Trials and Enduro Committee) will hear from the president of the Czechoslovakian federation, and he will say whether it (the Six Days) is go or no-go." The exact site of the Czecho ISDE has already been changed twice. It was speculated that if the Czechoslovakian Six Days fell through, that Poland would take up the slack and host the '91 event, however, this is no longer the case, since Poland is also having problems with environmentalists.

Czechoslovakian ISDE Trophy team rider and multi-time gold medalist **Jan Hrehor** is rumored to be headed to the U.S. to compete full time in the

Insurance included with 1991 Yamahas

Yamaha Motor Corporation, USA unveiled a revolutionary new insurance program in a press conference at their Cypress, California, headquarters on Friday, November 9. The program, which goes into effect in January, will provide purchasers of 1991 street-legal Yamahas with insurance for one year.

"It's the biggest thing to happen to the motorcycle industry," claimed Jim Gentz, senior vice president of USA operations. "This is the first time ever that such a program has been introduced in the motorcycle industry and, in fact, the first time that such a program has been made available to drivers of any motor vehicles."

The coverage is included in the suggested retail price of each motorcycle and includes liability, $250-deductible collision and comprehensive, fire and theft, and uninsured motorist coverage where required by state law. Both the owner and permissive drivers will be covered. The only requirement is that the purchaser have a valid vehicle operator's license.

If the buyer does not want the insurance, the purchase price will be reduced by the amount allocated for the insurance. For example, the suggested retail price of a 1991 Yamaha FZR600RB is $5699 with insurance, an increase of $500 over the 1990 FZR600. If the buyer declines the insurance, $330 would be deducted from the selling price.

Yamaha stresses that it is not selling insurance, but that it purchased the insurance from the Insurance Company of Evanston in Evanston, Illinois, which already insures 50,000 motorcyclists. A renewal policy will be offered to all program participants, with premiums based on their current driving record, although there will be no guarantee that the insurance will be renewed and there is no control over the premium after the first year. There will, however, be incentives based on good driving records.

Although there is no premium control after the first year, Yamaha hopes that the lower initial cost of the motorcycle plus insurance would allow buyers who finance their purchase to apply a higher down payment. That would lower the monthly payments so that if premiums were higher after the first year, they might still be affordable.

Buyers will be able to immediately activate their insurance by calling a toll-free telephone number. Renewal quotes and other information will also be available over the phone.

Coverage can also be transferred to a new owner for the unexpired coverage period if the bike is sold during the 12 months that the policy is in effect. A transfer fee will be charged.

In addition to the insurance plan, Yamaha also announced that they will reimburse course fees to new Yamaha purchasers who complete the Motorcycle Safety Foundation Ridercourse.

Roeseler/LaPorte/Hunnicutt top Baja

For the second year in a row, the Kawasaki-mounted team of Larry Roeseler (pictured), Ted Hunnicutt and Danny LaPorte were the overall and 500cc class winners at the Presidente/SCORE Baja 1000, which officially started and ended in Ojos Negros, B.C., Mexico, November 9, in a time of 11 hours, 11 minutes and 45.7 seconds, averaging 59.49 mph. In comparison, the fastest four-wheel vehicle time was 12:30:45.

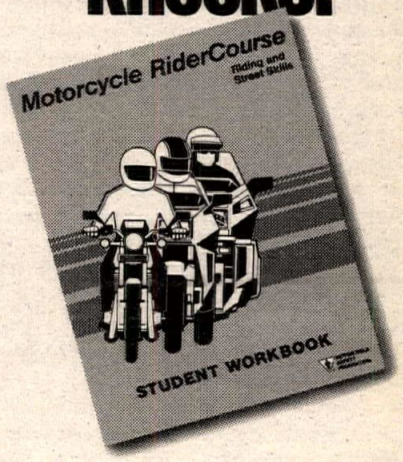
Second overall was the trio of Danny Hamel, Jack Johnson and Dave Chase (KTM) with a time of 11:42:02.8, averaging 56.92 mph. Third went to the team of Paul Krause and Garth Sweetland (Kaw) in 11:42:12.3 (56.91 mph). Topping the 250cc class was the South African team of Alfie Cox, Errol Dalton and Dirk Strydom (Kaw) in 13:52:06.4 (48.02 mph). The 125cc class win went to Roger Hurd, Brett Howell and Jeff Kawell in 15:02:24.9 (44.28 mph).

The race was marred by the death of Kazuo Tokunaga, 29, from Kanawaga, Japan, who was critically injured in a crash that occurred approximately 70 miles into the race. Five-time National Hare and Hound Champion Dan Smith, who was scheduled to team with Danny Hamel, suffered a lacerated back, a broken foot and knee injuries while pre-running the course on his KTM two days before the event and did not race.

Brian Myerscough, who teammed with Randy Rodriguez, was another injury victim. Myerscough, a former factory team motocrosser, suffered two broken arms in a crash that occurred approximately 50 miles into the race.

For the first time in the event's history, all the motorcycle classes were won by a single brand — Kawasaki.

Now there's an alternative to the school of hard knocks.



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GET IT ON!

MOTORCYCLE SAFETY FOUNDATION

IN THE WIND By Papa Wealey

AMA National Championship Enduro Series in 1991. Hrehor, who is good friends with three-time National Enduro Champion Randy Hawkins, will most likely sign a factory contract with American Suzuki. According to Suzuki's off-road racing supervisor Charles Halcomb, "We've got big plans for our off-road team in 1991. We're hopefully going to sign more riders and compete strongly in not just the Enduro Championship, but the Hare Scrambles Championship Series and other off-road series as well."

Mystery solved! World Champion **Wayne Rainey** was surprised when during a recent celebration of his championship in his hometown of Downey, California, a "woman" appeared on the dance floor and proceeded to remove "her" clothes. The stripper, however, was actually a man dressed as a woman. Who set it up? Initial reports indicated that it was Bubba Shobert. But a week later championship runner-up **Kevin Schwantz**, who was unable to attend the party, came forth and admitted setting up the prank.

Speaking of **Kevin Schwantz,** the Texan has been a busy man of late. He recently returned from a trip to Europe where he underwent surgery to improve the circulation in his right wrist. Following the surgery, Schwantz jetted to England for a Save The Children benefit at Brands Hatch. The traveling is not over yet, though. He and Suzuki have numerous test sessions planned over the winter, beginning in Japan at the end of November. From there the team will test in Spain in December; Australia in January, and then Laguna Seca, Spain and Japan in February.

The new FIM rule that will allow GP road racers to **throw out their worst two results** from their point tally at the end of the season had to have brought a smile to Schwantz's face. "They need to let me throw out about six of 'em," Schwantz half-joked when questioned on the subject.

Rothmans Honda recently completed a test session at Rijeka in Yugoslavia, with **Michael Doohan** turning the quickest lap at 1:28.4 on the Honda NSR500. Also on hand was Italian road racer **Luca Cadalora**, who was testing an NSR500 for Erv Kanemoto. Cadalora, who finished third in the 1990 250cc World Championship on a Marlboro Agostini Yamaha, was clocked at 1:30.0.

Personal Watercraft Illustrated, CN Publishing's monthly personal watercraft enthusiast magazine, is looking to fill an editorial position. Applicants must have a solid journalism background and a journalism degree is preferred. Send resumes to Personal Watercraft Illustrated, Att: Paul Carruthers, 2201 Cherry Ave., Long Beach, CA 90806. No phone calls, please.

Two American Motorcycle Racing Association chaps, **Pete Hill** and **Happy Ring**, will compete at the J&P Promotions All-Harley Drags at Los Angeles County Raceway in Palmdale, California, November 24-25. Hill, of Greenville, South Carolina, the 1990 AMRA Top Fuel champ, campaigns a supercharged Harley-Davidson Knucklehead. Hill's many wins in 1990 included the Top Fuel victory at Sturgis. Ring, of Dayton, Ohio, is the AMRA A Fuel champ.

DGY Racing, the racing effort of Downers Grove Yamaha-Suzuki of Downers Grove, Illinois, will field a four rider Yamaha-mounted MX team in the 125cc class at Camel Supercross Series rounds next year. According to DGY's Jim Swan, the team will consist of two East Coast riders and two West Coast riders. Interested sponsors can contact Swan at 800/242-4DGY.

Don't head to southern California's Carlsbad Raceway on Saturday, December 1, and expect to participate in the regular Racing Enterprises-promoted MX. That weekend Racing Enterprises will host a "rare" **Sunday MX at Carlsbad.** Mark December 2 on your calendar and scratch off the December 1 event.

If your travel plans include being in Paris, France, in early December, you should stop by the Porte de Versailles where the **Paris Motorcycle Show** (Salon de la Moto) will take place, December 1-9.

Talking about shows, the **Southern Motorsports Show** will take place at the Atlanta Exposition Center in Atlanta, Georgia, January 4-6. While mostly devoted to four-wheel vehicles, the show will have motorcycle exhibitors. It's open to the trade only on Friday, and to the public on Saturday and Sunday.

According to Motolink, the Scottsdale, Arizona-based promoters of the **U.S. 500cc MX GP**, the syndicated telecast of Sports Express featuring the GP will air later than originally announced in some markets due to the saturation of football programming. The show was seen by some viewers as early as November 10, but viewers in other markets may have to wait until early January to see the show. Los Angeles viewers can see the show at noon on Sunday, December 9, on KNBC-TV. Viewers in other markets should keep an eye on their local listings or call Motolink at 602/948-4137 for date, time and channel in their area.

The **19th Annual Lilliputian Hare Scrambles,** the Dirt Diggers North M.C.-promoted final round of the 1990 AMA District 36 Cross Country Series, takes place at Prairie City SVRA in Sacramento, California, on Sunday, November 18.

If you'd like to squirt some dirt on the new **1991 Honda CRs**, stop by the Western Reserve M.C. clubgrounds in Salem, Ohio, on Saturday, December 1. Andrews Honda-Suzuki and American Honda will host the day's activities and Honda tech expert Phil Linderman will be on hand to answer any tech questions you might have. For more information, call 216/533-2241 or 533-7690.

RESIGNED Ron Heben, as team Suzuki's MX race team manager. Heben, a former mechanic for factory Yamaha rider Micky Dymond, will now wrench for Team Honda's Rick Johnson. Pat Alexander, himself a former Suzuki MX team manager, will fill Heben's chair temporarily.

NAMED: The following as officers of the Oregon Motorcycle Road Racing Association (OMRRA) for 1991, at the club's November 3 awards banquet: Eric Timberlake, president; John Haskin, vice president; Tom Stein, vice president; Don Haskin, treasurer; and Roxanne Pense, secretary. Steve Burton, the outgoing president, will continue to serve on the OMRRA board of directors as past president.

HONORED: Shawn Roberti, at the OMRRA awards banquet. Roberti, the 1990 OMRRA overall champ, won three class titles - 750 Production, 600 Superbike and 600 Production - during the just concluded season.

CHANGED: TravelStar, the Naples, Florida-based travel agency specializing in the motorcycle industry and racing, to TravelCraft.

MOVED: PM Communications, the marketing agent for the AMA professional racing department and the AMA/CCS road racing program, to 2612 J St., Sacramento, CA 95814, 916/442-7985. Patrick Murphy, president of the company, said the firm had outgrown the office they moved into just a year ago due to the growth in sponsorship participation and TV coverage of AMA events. "The new offices will give the company enough room to accommodate increases in staffing that will be required for the coming year," Murphy said.

GRANTED: George Quay's Pro Action Innovations franchise to Doug Harvey of Palm Bay, Florida. Harvey, formerly of Performance Cycle Suspensions, will be offering customers in the Southeast suspension kits, service and techniques.

CHANGED: Pro-Cycle to Z Racing. The southern California ATK, Husqvarna and KTM dealer is now being run by founder Mark Zoller and new partner Guy Kibb, former Cycle Shack owner. They'll celebrate the name change with a grand opening on Saturday, November 17 from 11 a.m. to 3 p.m. Five-time National Hare & Hound Champion Dan Smith, Danny Hamel, Scott Harden and Mike Healey will be on hand for autographs and bench racing. Z Racing is located at 2350 Orangethorpe in Anaheim, California.

Roche crowned in Australia

Frenchman Raymond Roche (pictured) clinched his first-ever World Superbike Championship with fifth and eighth place finishes at Phillip Island in Australia, November 11. The Ducati factory rider now has an insurmountable 53-point lead over Fabrizio Pirovano, 365-312, with one round remaining in the championship.

The Phillip Island round was dominated by Australian riders with Yamaha-mounted Peter Goddard winning the first leg and Kawasaki-mounted Rob Phillis taking the second. Pirovano (Yam) finished second in the first leg with Australian Michael Dowson third. The second leg saw Goddard finish behind Phillis with fellow Australian Malcolm Campbell (Hon) finishing third.

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VOICES Letters to the editor

Thanks from Ireland

I am writing to ask you to convey my sincere thanks to all the people in America who wrote letters, sent me cards, and made financial contributions towards my appeal fund. I was pleasantly surprised how many people really cared about me especially considering that I had only just arrived in the U.S. and wasn't well known.

I have one person to give special thanks to, Kevin Hennessy, who organized and raised a substantial amount of money. Thanks to everyone who helped me some through the most difficult time in my life.

Gary Cowan
Ballymacoss, Lisburn
Ireland

Cowan, riding for the Roberts Marlboro Team, suffered paralyzing injuries at Daytona in March . . . Editor.

Sure going to miss him

Last weekend I attended the Kawasaki Good Times promotion at the Rainbow Restaurant near Temecula, California. It was fitting that I ended my day there by going riding with one of the men responsible for creating these events. Two years ago, Mike Vaughan (Kawasaki's director of marketing communications) agreed with their advertising agency to begin a new advertising campaign that would celebrate the joys of riding and not just tout which company builds the bigger, fastest, or most exotic motorcycle. This campaign grew into the Good Times events which now take place across the country in out-of-the-way places where motorcyclists like to gather.

Several years ago I went on my first of many rides with Mike Vaughan and some of his friends on the way up to a National road race at Laguna Seca. Most of the other people on the ride also worked in the motorcycle industry and were often employed by companies who competed against each other.

What I quickly learned was that these people were a part of the motorcycle industry first and foremost because they loved to ride. When it was time to go riding they all forgot what companies they worked for and were just out to have a good time. And Mike Vaughn, the person who brought these riders together, is the king, the leader and the chairman of this riding ideal. Although his schedule as Kawasaki's marketing director was very busy, Mike always found the time to go riding with his friends. In December, he will be leaving to start work for a large publishing firm in the Midwest. I know he will be coming back to visit and even do a little riding but those of us in the motorcycle industry are sure going to miss him.

Scott Goodwin
Associate Publisher
Petersen Publishing Group
Los Angeles, CA

Rap racer?

I am 10 years old and I have attended National MX races since I was a baby. I read in a magazine that Vanilla Ice, the rap star, was a former motocross star from Florida. I am wondering if this is true. Please tell me his real name.

Hannah Williams
Des Moines, IA

We have a couple of staff members who like to bang their heads against the office walls while they listen to music, but we don't have anyone on staff who's up on rap music. We contacted one of the biggest rap fans in the country, Jerry West of WorldSports in Tampa, Florida. "Yeah, we've heard that Vanilla Ice says he was a motocross star in Florida. We've gone through our records and his name doesn't come up. We've even heard that Vanilla Ice is Keith Turpin, but I've seen Vanilla Ice on television and he is definitely not Keith Turpin," West said. The mystery continues . . . Editor.

Unsung heroes

On October 14 while participating in the Jackhammer Enduro at Fouts Spring, California, I was unlucky enough to fall and break my foot at the 7.5 mile mark. The Oakland M.C. checkers at check two are a great group to be with when you're not feeling so good. When I got back to camp the Colusa County Sheriff's Search and Rescue Squad gave me the best treatment possible.

The next time you're at a race and you see the Search and Rescue crew, tell them what a great job they do, or if you're in the race just give them a nod or a wave. These people are the unsung heroes of our sport.

Thanks for everything to both the Search and Rescue Squad and the checkers at check two. I'll be back next year to compete in the Jackhammer.

Chad Cook
Simi Valley, CA

Old friends

I thought I'd write you guys a belated thank you note. It's only late by about 20 years.

Thanks for the complimentary subscription to *Cycle News*. I've been getting it and reading it with great enjoyment all this time.

After "On Any Sunday" came out in 1970 or '71, I was getting free subscriptions to virtually every motorcycle publication (even an occasional can of chain lube). As the years went by, they gradually "dropped me" — all except *Cycle News*. So, thanks a million.

Without Papa Wealey I wouldn't be able to keep up with my old friends.

Bruce Brown
Gaviota, CA

Like your film "On Any Sunday," your comp subscription is timeless, Bruce . . . Editor.

Victory 1990

We can celebrate! We worked together, we registered, we voted and we elected Pete Wilson Governor of California. Not bad for a bunch of dirt bikers. Just think what we can do in 1992 with two senate seats to fill!

And yes, *Cycle News*, I counted — all *eight* voting reminders, including announcements on prime advertising pages and an editorial in the November 7 issue. Thank you!

Dana Bell
District Legislative Officer
Sports Committee District 37 AMA, Inc.
Long Beach, CA

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ON THE FRONT PAGE:

The only way to ride out to the country, turn off the highway and explore the back roads is to use a dual sport bike, and this issue is dedicated to the dual sport adventure. Check out page 12 for craziness in Baja, page 16 for adventure in the Rocky Mountains, and page 18 for the bikes you can do it all on. Photo by Kinney Jones.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXVII

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The Latest RM Lineup Is Hotter Than Ever.

The extended forecast: above normal temperatures for the next year. Prepare for a heat wave, because Suzuki has just rolled out its 1991 line of RM motocrossers. Packed with developments and features proven with Team Suzuki, the '91 RMs are ready to burn up the track and the competition like never before.

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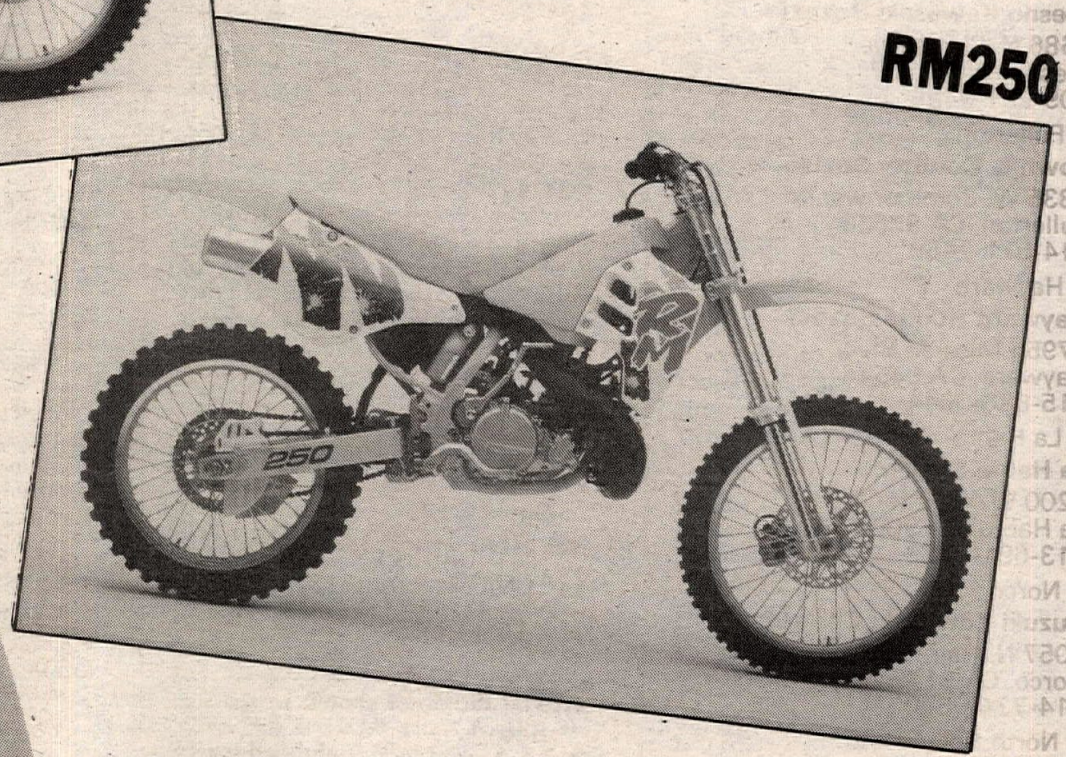

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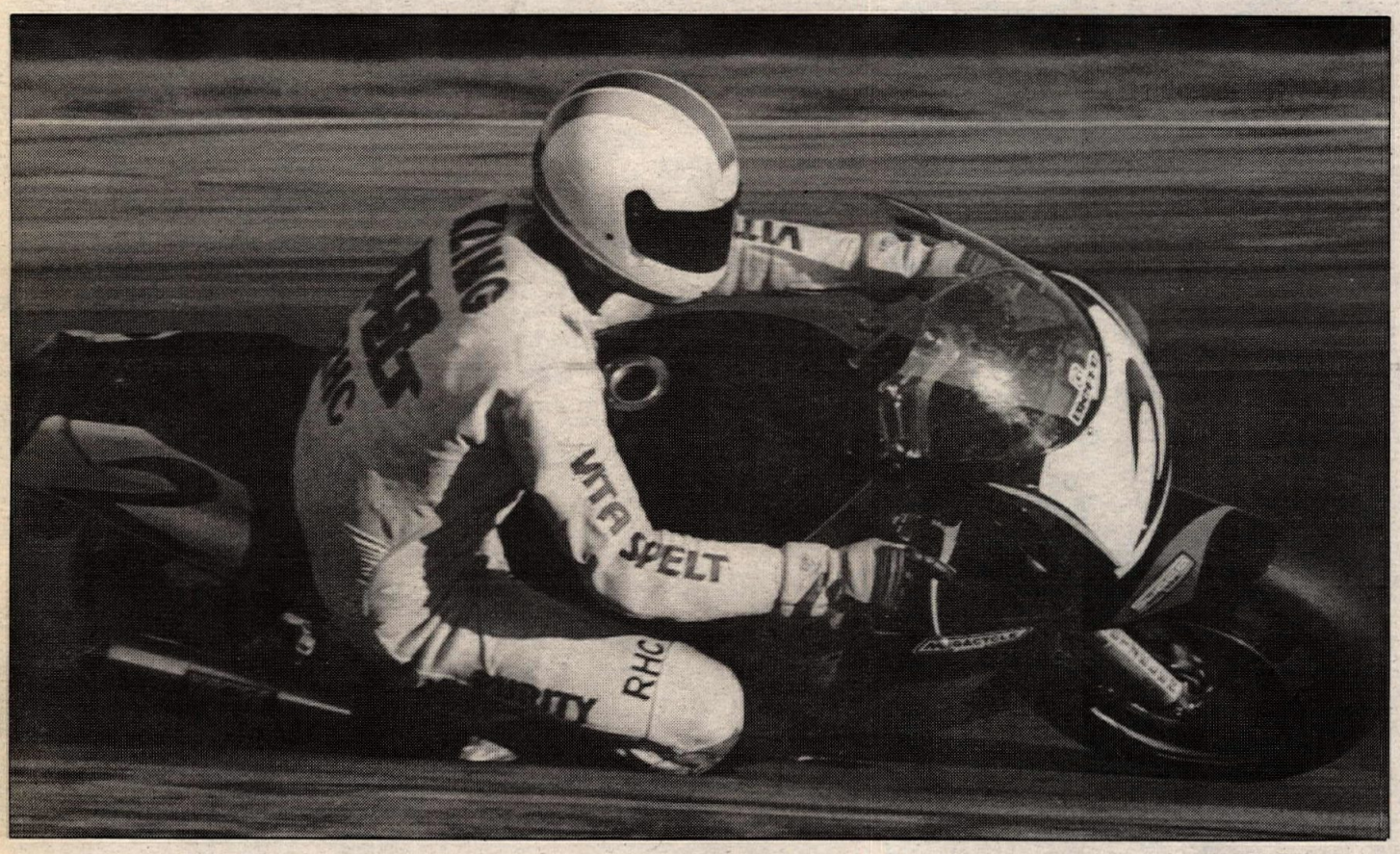
ROAD RACE WERA Kerker/SBS National Endurance Road Race Series: Round 15

Team Suzuki's Mike Smith (1) leads Hall 'N Still Racing (5) at the start of the six-hour endurance race at Road Atlanta.

Fritz Kling helped the Human Race Team finish second overall behind Team Suzuki in both the race and the standings.



Team Suzuki ices the cake at Road Atlanta

By Larry Lawrence

BRASELTON, GA, NOV. 3

Team Suzuki Endurance ended their 1990 championship-winning season the same way they started it, with a win. Eight long months ago in a rainy race at Roebling Road Raceway, Team Suzuki beat arch rival Human Race Team in the first WERA endurance race of the season. That's pretty much the way the rest of the season went. Team Suzuki dominated the series like never before, winning 13 of the 15 series races. The other two races were won by the Humans, and in the majority of the other races they finished second.

Mike Smith and Kurt Hall rode the Valvoline Suzuki to a three-lap win over the Human Race Team's Andy Fenwick and Fritz Kling. Boulder Yamaha Racing made their second appearance in the WERA series this year and came up with another top three finish; John Hopperstad, Danny Walker and Chris Gardner handled the riding on the Boulder Yamaha. It was the first race back for Gardner after a serious crash in a club race in Colorado.

The event was marred by the grave injuries suffered by Bert Stuckert. Stuckert, a 20-year racing veteran from Kirkwood, New Jersey, suffered head injuries after he highsided the RK BMW K100 in the second hour. At presstime Stuckert was listed in critical condition.

Team Suzuki had already wrapped up their sixth WERA title coming into the GNF, but many were looking forward to a showdown with AMA endurance champs Dutchman Racing. According to Dutchman's Dale Quarterley, the team was planning on racing at Road Atlanta but gave up the idea when they blew a motor at Daytona the week before.

So now it would be left up to the Humans to supply Suzuki with some much needed competition. The mood for HRT at Road Atlanta, though, was anything but jovial. The team has struggled financially all season, and the decision to go racing was being made week to week. Team owner and bike builder Dave Zupan talked about this possibly being the team's last race.

"It's been a tough season for us money-wise, yet we still put a strong team on the track," Zupan said. "If we had half the budget Team Suzuki had, we would have won the series. Next year is up in the air, unless we get some major help, I don't see us coming back."

Smith put the Valvoline Suzuki into the early lead at the start of the race with Fenwick giving chase on the HRT Yamaha, followed by Hall 'N Still's Bruce Baldus.

The race was only three laps old when it was stopped by a red flag. Twister Express crashed at the bottom of the high-speed turn four sweeper. The bike was cleared from the track and the racing was quickly resumed.

Baldus, trying to get a good start, smoked the rear tire of the Shoei/Widman Suzuki/Metzeler-backed Hall 'N Still Suzuki off the line and was barely able to keep the bike upright. Again it was Smith putting Team Suzuki in the lead followed by Fenwick on the HRT Yamaha, then Danny Walker on the Boulder Yamaha. Wes Cooley was putting in a fine ride on the Try-Out Journalist Team Suzuki backup bike as he got by Baldus to take over fourth.

Cooley hoped to be able to gain on the leaders but a low blood sugar count started slowing him down. Cooley, who is a diabetic, explained his problem: "I didn't eat before I rode since I thought my first stint would be over around 12:30. With the red flag delay I was on the bike much later and I started feeling bad." Cooley, who was teamed with British journalist Peter Clifford and Nick Ienatsch of Motorcyclist magazine, was not pleased when he wasn't asked to ride any more during the event.

"After I put some food in my stomach I was fine. I think John (team owner John Ulrich) just got a little nervous about my condition."

Other leaders in the early stages included TBA II Racing, Barely Human, Champion Honda and Team Gateway.

Team USSR bolted to the front of the Mediumweight class behind the strength of Chris Martone's riding. When Martone turned the bike over to his teammates they were quickly passed by Inman Racing and Team Machine.

Stuckert's tragic crash brought out the second red flag of the day as medical personnel were on the track administering CPR to the downed rider.

It was a somber pit area when word of Stuckert's accident spread. The memory of last year's sorrowful GNF endurance final when young David

Nutter was killed in the second hour was still fresh in everyone's mind.

The race was restarted for the second time after an hour delay. By the end of three hours only 62 laps had been completed by the leaders, half of what is normally completed at this stage.

The Humans took a brief lead at the halfway point in the race with Fritz Kling handling the riding chores. Kling had raced with the Humans at the Nelson 24 Hour and replaced the released Steve Rodden. He was riding well on the big black HRT Yamaha, but eventually Team Suzuki's Hall got by in traffic and gradually pulled away.

Boulder Yamaha was also on the lead lap at the three-hour mark. All three riders were going well on the team's John Hopperstad-built Yamaha FZR1000 despite the team having to run carburetors after their Dyno Jet fuel-injection system broke at Daytona. Danny Walker was back in the saddle after a leave of absence from racing.

"The time away from the sport helped me come back with a more positive outlook," said Walker, who made his return in August.

The Texas-based Inman Racing came to Atlanta with a strong Mediumweight Superbike team. Inman was the CRRC Endurance Champion, but had only raced one WERA National in Hallett, where they had finished fourth in class. Inman led nearly the entire race until Martone and Team USSR passed them with an hour to go. Inman was ready to put fastman Doug Carmichael on the team's Burks Performance Cycle-sponsored Honda CBR600 to give chase to USSR when reports came in that USSR's bike had broke. Inman cruised home with a two-lap margin of victory over new class champions Team Machine.

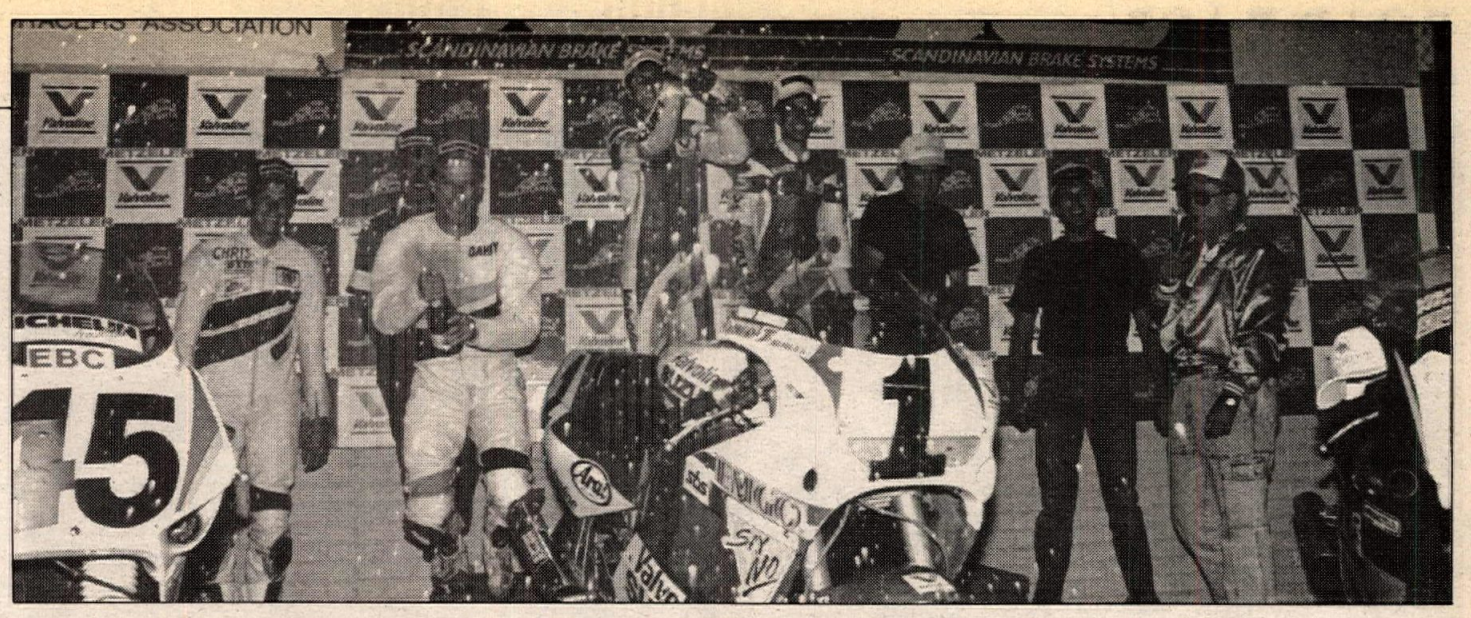
A team finally beat Honda of Niles, the dominant force in Mediumweight Production. That team was Motion Systems Racing. The New Jersey-based Motion Systems team didn't even get started until the Nelson Ledges round and ran a close second to Honda of Niles ever since. The Motion System boys rode their Sport Cycle Products-backed Honda CBR600 to victory when Honda of Niles threw a rod with 35 minutes to go while leading by 35 seconds.

Raw Racing edged Lightweight Champions Deals Gap Racing to win for the third time this year. Kevin Rentzell snubbed the team which was named last year in his honor (Rentzell Always Wins), and Stevie Patterson was the team's savior. The 18-year-old Detroit rider stepped in and was consistently the fastest rider in the field on a lightweight bike. Raw's Yamaha FZR400 is sponsored by Kerker, Red-line Oil, Tsubaki, PBI, Factory Products, E&H Racing, Arai and Ehlerding Cycles.

During the second half of the race, the top running teams did not change positions. Suzuki gained a couple of seconds each lap on the Human Race Team to pull out to a three-lap lead. Boulder dropped off the pace slightly when their rear shock blew out, and TOJ Racing put Ienatsch on during the final hour in an attempt to catch Boulder but they came up a lap short.

Hall 'N Still Racing had a relaxing race, giving team owner Jim Still a chance to compete. Still, who had left the riding to the talented pair of Michael Martin and Bruce Baldus, and even Grattan fastman Randy Gaddey on occasion, was displaying his typical effortless style.

Royale Racing, Team Ironman, Sam Speed Racing and Unstable Minds rounded out the top 10 overall.



After six hours of racing, the winner's circle activities were held in darkness but it didn't dampen the celebration.

Team Suzuki's Smith succinctly summed up his team's year with a tongue-in-cheek understatement: "It's been a good season for us." CN

Results

O/A: 1. Team Suzuki Endurance (Suz); The Human Race Team (Yam); 3. Boulder Yamaha Racing (Yam); 4. Try-Out Journalist (Suz); 5. Hall 'N Still Racing (Suz); 6. Barely Human (Yam); 7. Royale Racing (Suz); 8. Team Ironman (Suz); 9. Sam Speed Racing (Suz); 10. Unstable Minds (Suz); 11. Inman Racing (Hon); 12. Darotune Racing Ottawa (Suz); 13. Motion Systems Racing (Hon); 14. TBA Racing (Suz); 15. Team Machine (Yam); 16. Team America (Yam); 17. Raw Racing (Yam); 18. Deals Gap Racing (Yam); 19. No Turtles Racing (Yam); 20. TBA II (Suz); 21. Pasta of Marin (Yam); 22. DAK Racing (Suz); 23. Columbus Cycle Racing (Hon); 24. Big City Racing (Yam); 25. Team Gateway (Suz); 26. Cycle Speed Racing (Yam); 27. SAS Racing (Yam); 28. Team USSR (Hon) 29. Red Hot Racing (Suz); 30. Christie Racing (Yam); 31. Team Nos (Hon); 32. Guardrail (Hon); 33. Repo Man Racing (Yam); 34. Team Lips (Yam); 35. Honda of Niles Racing (Hon); 36. Hard and Fast Racing (Yam); 37. New Start Racing (Kaw); 38. Plum Crazy (Yam); 39. Team Swine Dudes (Suz); 40. Hammersmith Racing 2 (Yam); 41. Champion Honda (Suz); 42. Team Osaurus Rex (Yam); 43. Team Dreaded (Yam); 44. Team Cream (Hon); 45. Team Half-Fast Light (Yam); 46. RKN Racing (Yam); 47. Probst Brothers Racing (Suz); 48. Barely Human II (Yam); 49. Eagle Industries Racing (Yam); 50. Norben Racing (Yam); 51. Team Gord (Suz); 52 Romp and Stomp Racing (Suz); 53. RK BMW (BMW); 54. Team Memphis (Kaw); 55. Action Suzuki Racing (Suz); 56. Vance & Hines Long Beach (Yam); 57. Bates Racing (Hon); 58. Lone Star Racing (Suz); 59 SB Racing (Suz); 60 Hammersmith Racing (Yam); 61. Twister Express (Yam).

H/W SBK: 1. Team Suzuki Endurance (Suz); 2. The Human Race Team (Yam); 3. Boulder Yamaha Racing (Yam); 4. Try-Out Journalist (Suz); 5. Barely Human (Yam).

H/W PROD: 1. Hall 'N Still Racing (Suz); 2. Royale Racing (Suz); 3. TBA Racing (Suz); 4. Action Suzuki Racing (Suz).

M/W SBK: 1. Inhuman Racing (Hon); 2. Team Machine (Yam); 3. Team America (Yam); 4. Big City Racing (Yam); 5. SAS Racing (Yam).

M/W PROD: 1. Motion Systems Racing (Hon); 2. Columbus Cycle Racing (Hon); 3. Christie Racing (Yam); 4. Guardrail (Hon); 5. Honda of Niles Racing (Hon).

L/W: 1. Raw Racing (Yam); 2. Deals Gap Racing (Yam); 3. No Turtles Racing (Yam); 4. Pasta of Marin (Yam); 5. Cycle Speed Racing (Yam).

FINAL O/A CHAMPIONSHIP POINT STANDINGS: 1. Team Suzuki Endurance (1053.94); 2. The Human Race Team (976.97); 3. Hall 'N Still Racing (830.35); 4. TBA Racing (762.64); 5. Royale Racing (752.96); 6. Action Suzuki Racing (720.32.); 7. Honda of Niles (670.42); 8. Class Racing (645.88); 9. Team Machine (642.03); 10. Deals Gap Racing (595.69).

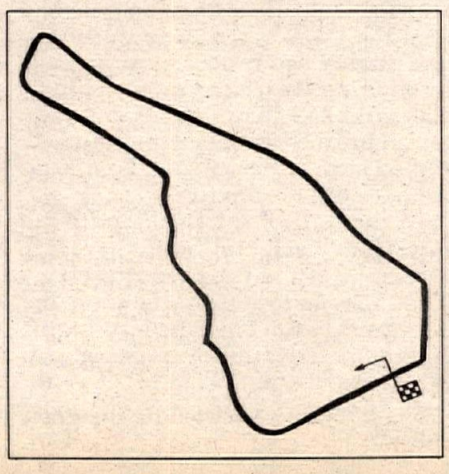
H/W SBK: 1. Team Suzuki Endurance (873.81); 2. The Human Race Team (843); 3. Mid South Racing (350.87).

H/W PROD: 1. Hall 'N Still Racing (796.26); 2. Royale Racing (726); 3. TBA Racing (689.99).

M/W SBK: 1. Team Machine (704.79); 2. RKN Racing (589.12); 3. Sam Speed Racing (551.83).

M/W PROD: 1. Honda of Niles Racing (767.37); 2. Team Swine Dudes (564.26); 3. Team Hawaii (530.08).

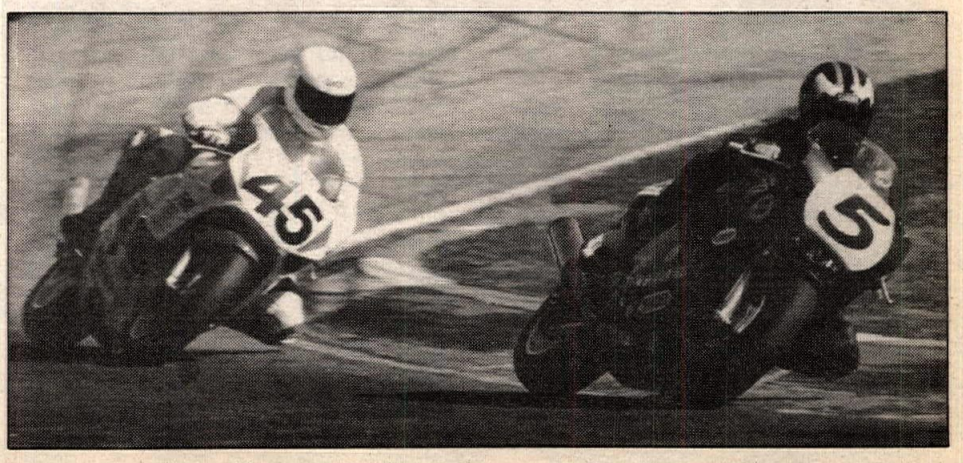
L/W: 1. Deals Gap Racing (660.39); 2. Raw Racing (605.86); 3. Voight Brothers Racing (562.12).



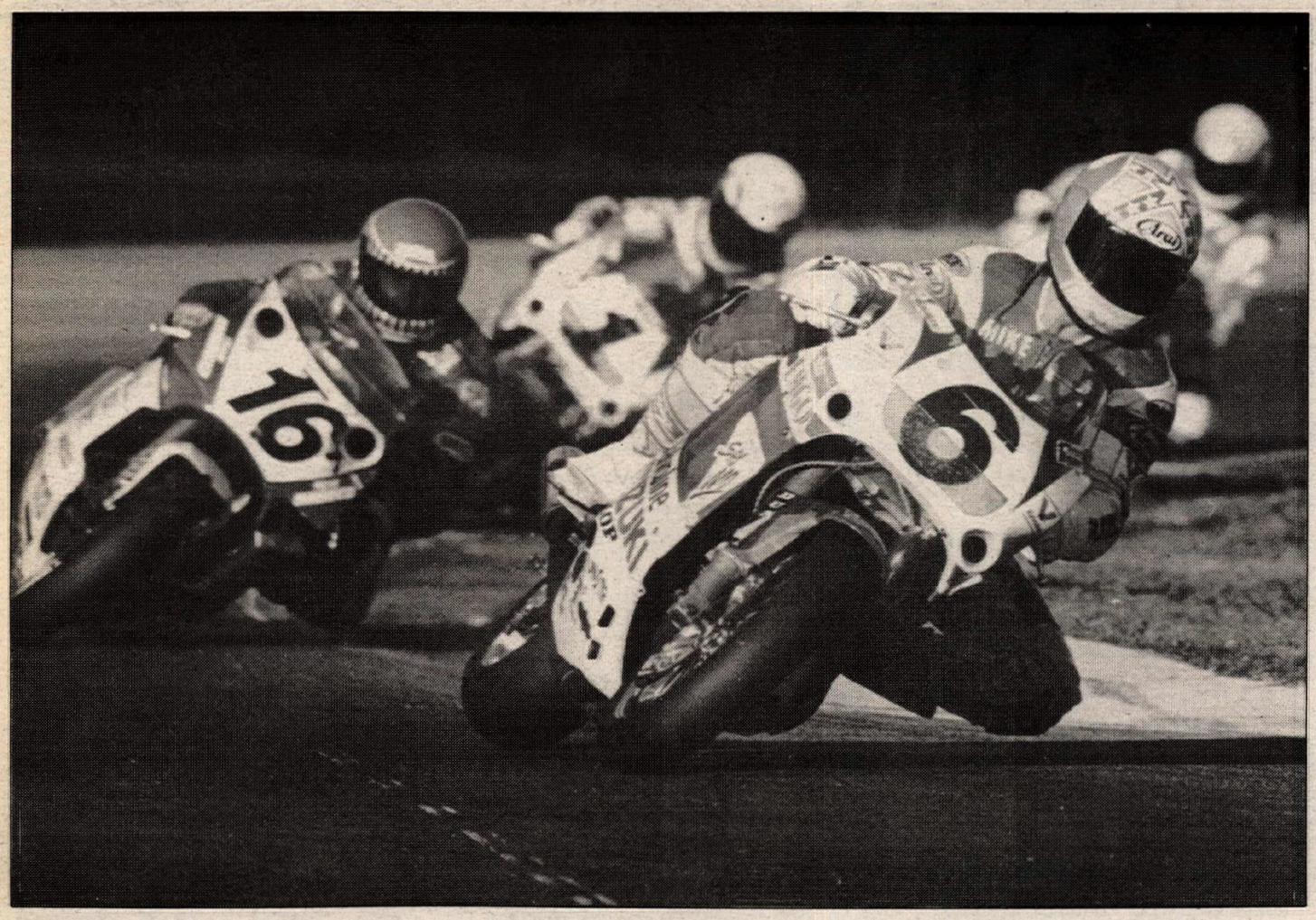
Inman Racing (58) won the Mediumweight Superbike class at Road Atlanta while Motion Systems (707) took the Mediumweight Production victory.

Deals Gap Racing (71) won the Lightweight class title, despite finishing second; here they lead Mediumweight Production champs Honda of Niles Racing (18).

Hall 'N Still Racing (5) won the Heavyweight Production class in the final round; here rider Jim Still is being chased by third place finisher Boulder Yamaha Racing.

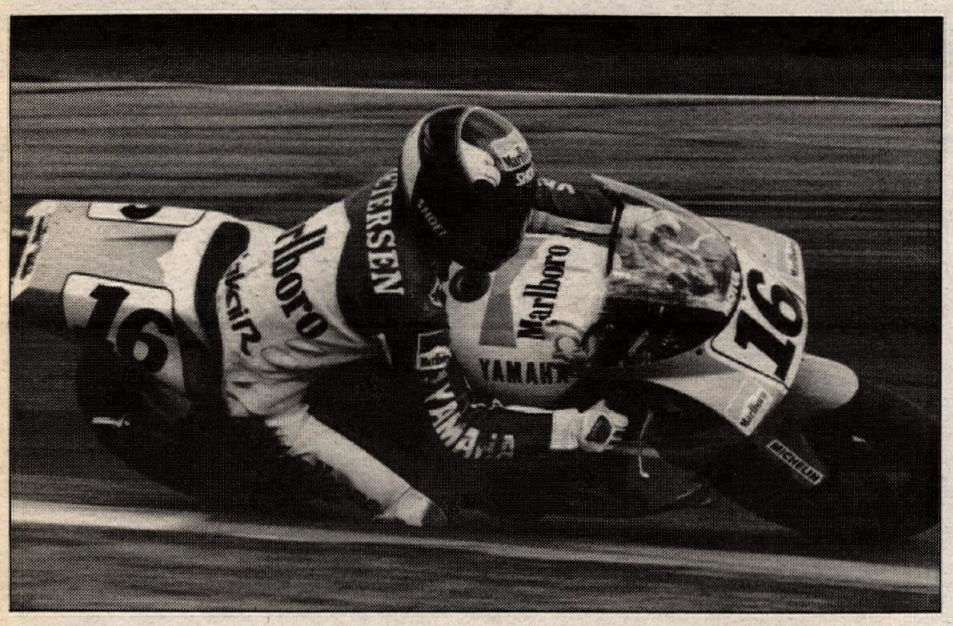


ROAD RACE WERA Pro Series: Rounds 9 & 10



Mike Smith (6) won the F-USA series title with his win in the ninth round at Road Atlanta; here he leads Tom Kipp.

Robbie Petersen made his debut ride on the Yamaha YZR500, finishing second in round nine and winning round 10; both races were held at Road Atlanta.



Smith, Petersen split F-USA wins; Smith crowned

By Larry Lawrence

BRASELTON, GA, NOV. 1-4

The final two rounds of the WERA Formula USA Series were held three days apart during the Grand National Final at Road Atlanta, thanks to the rescheduling of the rained-out October 7 Indianapolis round. Georgian Mike Smith, aboard a Suzuki GSXR1100, won round nine on Thursday and with it earned the series championship. On Sunday the victory went to Team Marlboro Roberts' Robbie Petersen, armed with a Yamaha YZR500.

Petersen's teammate Rich Oliver was the only rider with a chance of catching Smith for the championship, but Oliver was listed as doubtful only a week prior to the event, his wrist still healing from a break suffered in Spain.

Although Oliver made the trip to Road Atlanta, his slim hopes of catching Smith came to a crashing end during a Wednesday practice session. Oliver had tried to ride the 500ccc World Championship-winning Marlboro Roberts YZR500, but found that it put too much stress on his injured wrist. The YZR was then given to Petersen.

Oliver instead opted to ride his familiar Yamaha TZ250, and he looked very fast, keeping Petersen and the 500 in sight for several practice laps. But when Oliver got on the gas hard coming out of Road Atlanta's famous turn five the back end suddenly kicked out, caught and tried to pitch Oliver off the high side. Oliver tried valiantly to save the bike and was violently thrown off the seat, hanging on to the handlebars while his legs were flung straight up in the air. The bike fish-tailed back and forth and finally slammed Oliver to the pavement as the bike went down the track without its rider.

Surprisingly, Oliver sat up after the crash, saying that he felt okay. The Yamaha eventually veered off the track and put a large divot in the side of a dirt embankment.

Later in the day, Oliver began to feel the effects of the crash. His wrist stiffened up again and he generally felt beat up. On Thursday morning Oliver said he wanted to race, but that Kenny Roberts vetoed the idea.

Oliver commented on his season: "Kenny had us ride in this series to keep us race-ready. He said that he didn't want me to risk hurting myself for what he considers an unimportant race. I still wanted to ride but Kenny wouldn't let me."

Round 9

It would be tough to pick someone other than Scott Russell as a favorite to win Thursday's race. Russell had won the F-USA event here in August and started again on a positive note by winning the heat race on his Muzzy Kawasaki ZX7. As in the August race, Smith finished second behind Russell. Mike Harth, Petersen and Tom Kipp rounded out the top five.

At the start of the final, Smith got out front early followed by Hall, Harth, Kipp and Petersen. Russell got a bad start and was running sixth, but was quickly catching the lead group. Dale Quarterley made a daring pass on Kevin Rentzell coming into the high-speed turn four sweeper to move into seventh.

Harth was asserting himself on the Team Mad Dog Bimota, and he moved in front of the two Valvoline Suzuki riders and held the lead on the fourth lap. The following lap saw Kipp, who was pushing his Wiseco Yamaha OW01 very hard, force his way by Hall and then Smith to grab second.

A couple of ticks back, Russell was trying to get by Petersen in an effort to pursue the lead quartet. The Georgian accused Petersen and later Hall of "practically stopping in the turns." He said he felt frustrated at not having enough power to get by.

Midway through the the race Kipp and Harth came together hard in turn five, with the impact knocking one of Harth's knee pucks off. Two turns later Harth crashed the Bimota. Smith who had a firsthand view of the Kipp/Harth confrontation said that Kipp was out of control.

"Kipp came flying into turn five hardly touching the brake. He was sliding all over the place and hit Harth pretty hard. I'm surprised both of 'em didn't go down," Smith said. "I'm surprised Harth didn't find him after the race. If Kipp would have hit me like that, riding so recklessly, I would have given him a bloody lip."

Harth was surprisingly restrained when talking about Kipp's riding: "He's a young buck going for it, but what goes around comes around. I don't know if his hit caused my accident. It might have bent the steering damper or something. That Bimota just wasn't made for Road Atlanta, it's just too bumpy here for that bike."

In the closing stages of the race it was obvious that Smith wasn't about to sit back and win the title by finishing in the points. Smith wanted to win. The Canton, Georgia, resident stuffed Kipp going into turn three to take the lead again. That pass seemed to breathe life into Smith, and he quickly opened a gap on the battle for second.

Petersen was beginning to come to terms with the YZR500 and used its immense top speed capabilities as they became a fluorescent-orange-and-white blur down Road Atlanta's back straight. He worked his way around Kipp and Hall to take over second.

Smith was far enough ahead on the final go-around that he could relax. Kipp, Petersen, Hall and Russell were bunched up in the battle for second, and Petersen motored around Kipp on the backstraight once again to secure second. Hall's Suzuki also had the power to stay in front of Russell to finish fourth.

Quarterley finished a lonely fifth on his Honda RC30, followed by Rentzell and Jeff Hagan, who battled to the finish. Hagan, whose visor was covered in a thin film of oil, was upset that Rentzell was even on the track. Hagen claimed that Rentzell's bike was leaking like a sieve. Rentzell didn't deny the accusation, but claimed that Hagan's bike was doing the same.

Andy Fenwick and Danny Walker rounded out the top 10 in the final.

At the winner's podium, Smith was celebrating his second F-USA victory. "I had every intention of winning that race," said Smith. "I felt comfortable dicing with those guys and once I got out front towards the end I was determined to win this thing."

Final round

Smith came back on Saturday to win the first F-USA heat race for Sunday's finale. The new champion strolled in with a comfortable 2.2-second margin of victory over Petersen.

Harth came back from the Thursday

crash and won a much slower second heat over Quarterley. Harth was now on the Mad Dog Yamaha FZR1000-powered OW01, furthering his ironman image by riding with an injured hand from the earlier crash.

Russell fried a clutch on the warm-up lap of the second heat and would have to start from the rear of the grid for the final.

F-USA regular Hagan would miss the final completely after crashing in practice and breaking his leg.

Smith's chance to close out his championship season with a win came to an end at the start of the final. He bogged his big Suzuki on the line and frantically began waving his hands in the air hoping to not get hit from behind. The bike fell on its side and was slightly grazed by one of the bikes in the pack. The damage was only cosmetic, but under WERA rules the bike had to be re-teched before he could ride, so he was effectively out of the running.

While Smith was picking his bike up off the ground, Russell was just getting underway from the pit road. The Kawasaki pilot missed the warm-up lap and had it not been for the quick action of tuner Gary Medley, would have missed the race all together. As he lined up on the pre-grid, Russell pulled in the clutch and nothing happened. Apparently, a bearing in the clutch fell out. Medley frantically made repairs just in time for the drop of the green flag, although he didn't have time to get the old bearings out: "They were probably floating around in the cases somewhere," he said.

Hall, Harth, Petersen, Kipp and Quarterley was the running order on the first lap. Russell, meanwhile, was quickly slicing his way through the field. Instead of following guys safely though the turns as he had done in the first race, Russell threw caution to the wind and was getting aggressive.

In the next few laps the lead group swapped the number one spot several times. First it was Hall leading, then Harth, then Petersen.

Further back, Russell was picking off two and three riders at a time. The first fast group of riders left in the dust by the bright green Kawasaki was the trio of Don Canet, Troy Sorensen and Brian Bernard. Bernard was riding the wheels off his Honda CBR 600 after his F-USA superbike lost a motor early in practice and he was forced to go with his mediumweight bike.

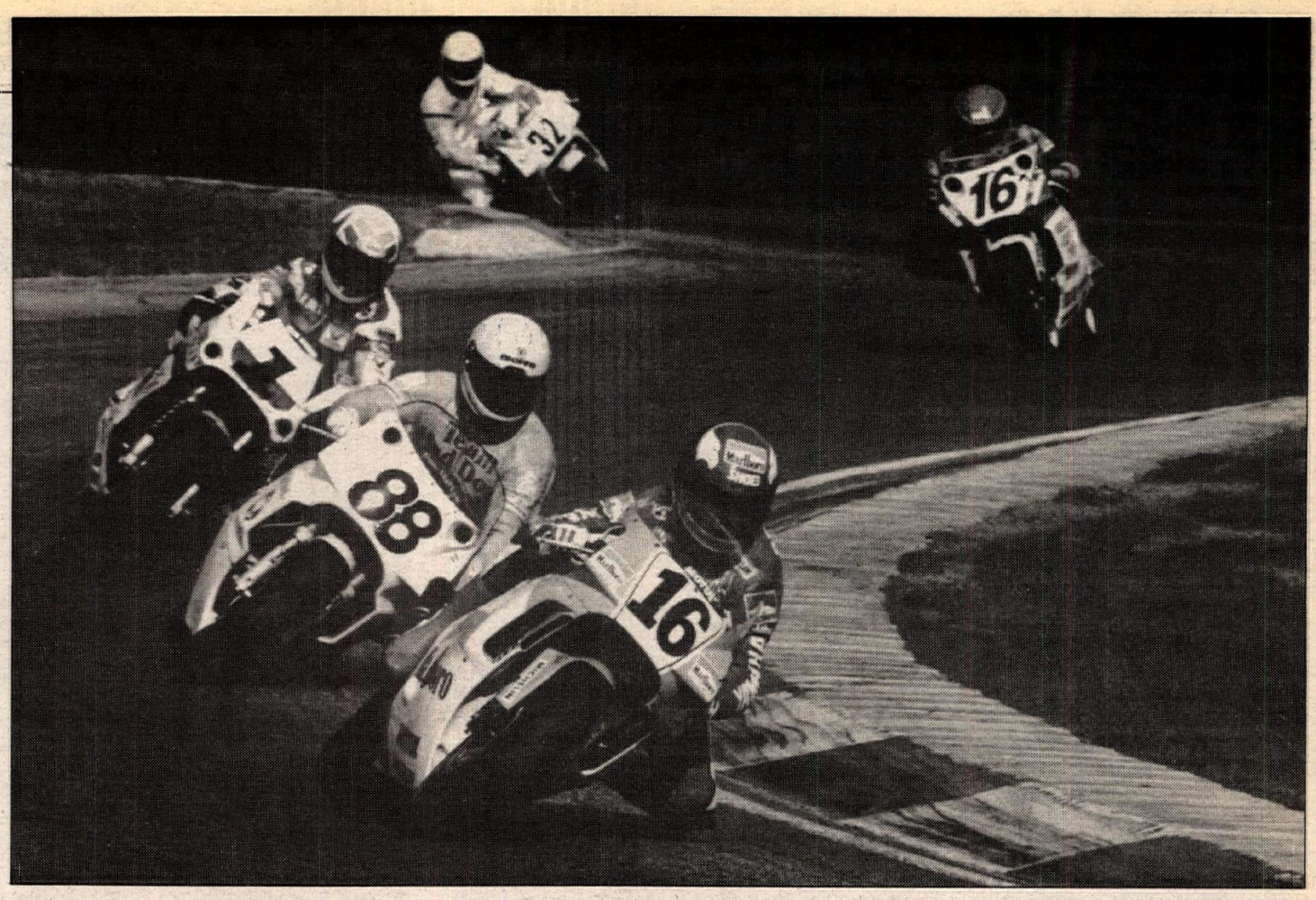
After three laps Russell had passed roughly 15 slower riders. Jay Denham, Chuck Graves, John Hopperstad, Tatsuro Arata, Andy Fenwick and Fritz Kling were next on the list of riders passed by the local rider.

When Russell finally got to the lead group he tried to pass them like he had the others — it nearly cost him dearly. At one point Russell tried to squeeze by the inside of Quarterley down the esses leading to turn five. Quarterley, never a man to back down, showed some gumption by suddenly moving over and forcing Russell to shut off. Quarterley later dropped out when his Honda experienced electrical problems.

Up front, Petersen was gaining more and more confidence with the YZR, and he held the lead over Hall and Harth with growing ease.

By the halfway point in the race, Russell moved past Kipp and joined the lead trio. During his charge to the front, Russell turned a 1:25.18, shattering Doug Polen's old record of 1:26.40.

Kipp was riding alone in fifth, while Fenwick was chasing Kling in a battle for sixth. Arata dropped out of the race with an oil leak while running eighth.



Eventual winner Robbie Petersen leads Mike Harth (88), defending champ Kurt Hall (1), Tom Kipp (16) and Dale Quarterley.

After stuffing Harth in turn three, then getting Hall going into turn one, Russell had moved all the way to second in the greatest charge in F-USA's short history.

"I couldn't wait around for those guys," said Russell. "Every time I do that I lose my concentration."

In the closing laps Russell found that he couldn't close in on Petersen. "I had tried so hard to get up front that my tires were spent," Russell said. "His bike was so fast even if I did pass him, he would have gotten right by me again. I consider this race the best I've ever ridden, including the Mid-Ohio race (AMA Superbike)."

Russell also noted that some oil on his footpeg from the early clutch problems made him somewhat apprehensive about pushing any harder.

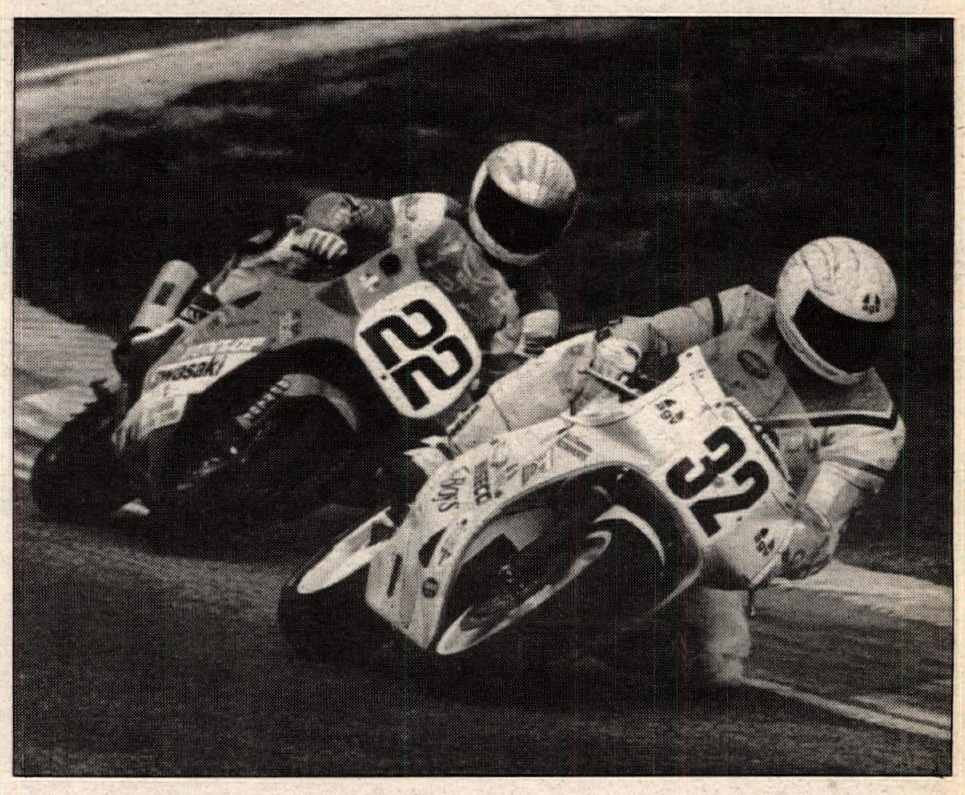
Petersen went on to win by 5.38 seconds in earning his first major race victory in this country. The Zimbabwe native agreed with Russell's assessment of the race. "I felt very confident that I would win the race. When I took the lead on the fourth or fifth lap, I realized that my bike was working so well that it would be tough for anyone to stay in front of me." CN

Results

ROUND NINE: 1. Mike Smith (Suz); 2. Robbie Petersen (Yam); 3. Tom Kipp (Yam); 4. Kurt Hall (Suz); 5. Scott Russell (Kaw); 6. Dale Quarterley (Hon); 7. Kevin Rentzell (Suz); 8. Jeff Hagan (Suz); 9. Andy Fenwick (Yam); 10. Danny Walker (Yam); 11. John Hopperstad (Yam); 12. Ray Yoder (Suz); 13. Brad Sawyer (Yam); 14. Marty Miller (Suz); 15. Jay Denham (Suz); 16. Dean Mizdol (Suz); 17. Mike Karm (Suz); 18. Earl Spellman (Suz); 19. Rick Tripodi (Yam); 20. Andrew Deatherage (Suz) 21. Brian Bernard (Hon); 22. John Erdrich (Kaw); 23. Keith Badger (Suz); 24. Rick Guy (Yam).
Time: 14 min., 40.96 sec.
Distance: 10 laps, 25.2 miles.
Average Speed: 102.165 mph.
Margin of Victory: 1.26 sec.

FINAL ROUND: 1. Robbie Petersen (Yam); 2. Scott Russell (Kaw); 3. Kurt Hall (Suz); 4. Mike Harth (Yam); 5. Tom Tipp (Yam); 6. Fritz Kling (Yam); 7. Andy Fenwick (Yam); 8. John Hopperstad (Yam); 9. Chuch Graves (Suz); 10. Jay Denham (Suz); 11. Brian Bernard (Hon); 12. Don Canet (Suz); 13. Troy Sorensen (Suz); 14. Marty Miller (Yam); 15. Brad Sawyer (Yam); 16. Earl Spellman (Suz); 17. Joe Brett Williams (Hon); 18. Andrew Deatherage (Suz); 19. John Erdrich (Kaw).
Time: 29 min., 2.11 sec.
Distance: 20 laps, 50.4 miles.
Average Speed: 104.15 mph.

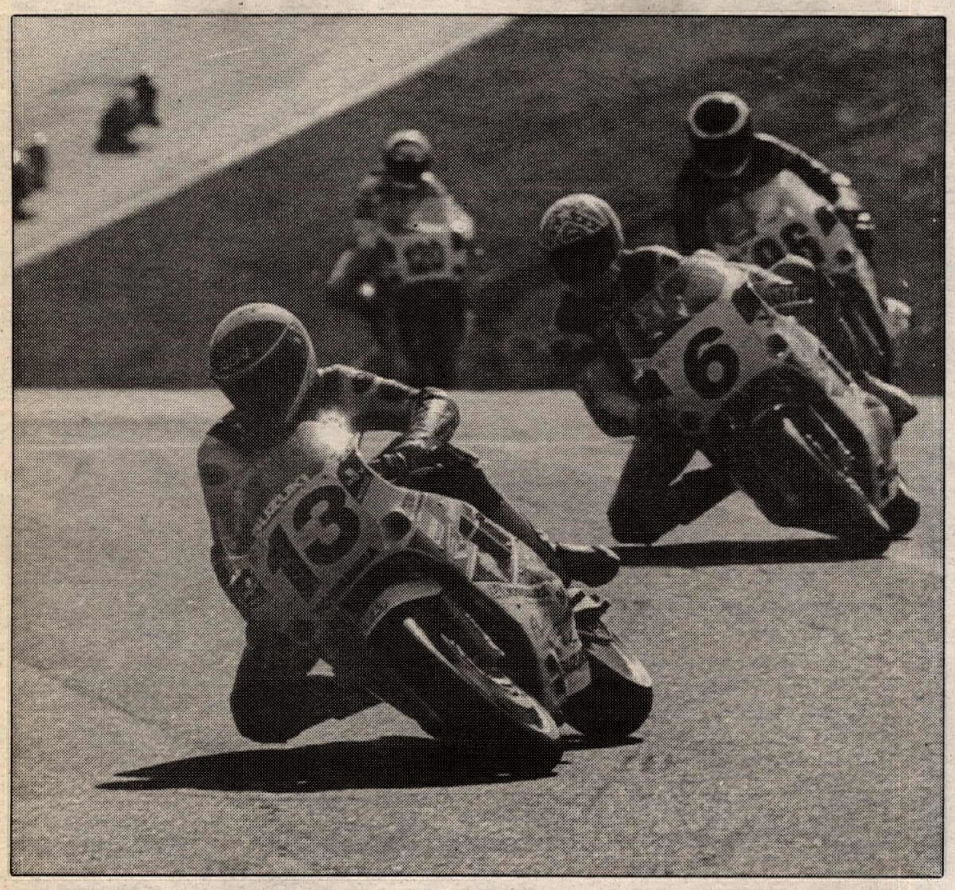
FINAL POINT STANDINGS: 1. Mike Smith (147); 2. Rich Oliver (107); 3. Kurt Hall (102); 4. Mike Harth (87); 5. Robbie Petersen (82); 6. Scott Gray (60); 7. Scott Russell (59); 8. Tatsuro Arata (50); 9. (TIE) Fritz Kling/Jeff Hagan (41); 11. Brian Bernard (35); 12. Andy Fenwick (34); 13. Dale Quarterley (32); 14. Rick Kirk (30); 15. (TIE) Britt Turkington/Donald Jacks (28).



Georgian Scott Russell (22) rode from last place to finish second in the final F-USA round behind Petersen; here he prepares to pass Dale Quarterley.

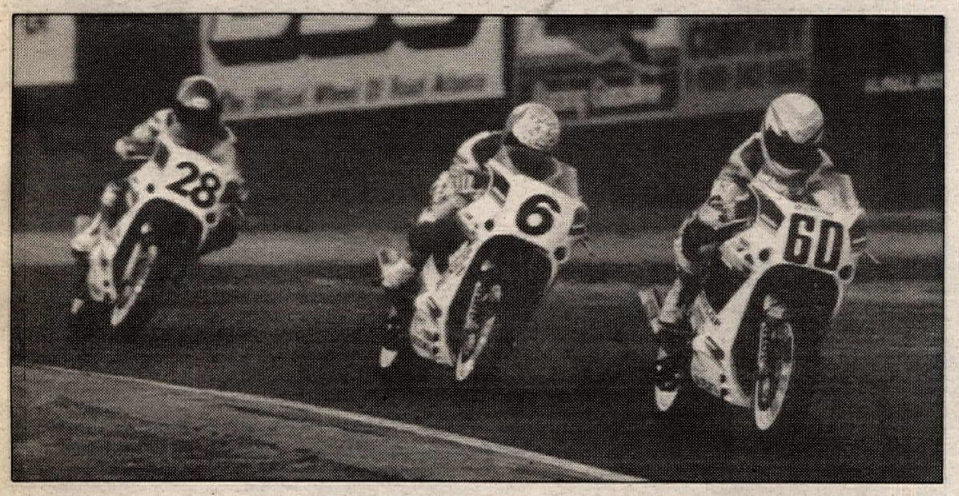
The 1989 F-USA Champion Kurt Hall (right) hands the number one plate over to newly-crowned champion Mike Smith; Hall was third in the 1990 standings.

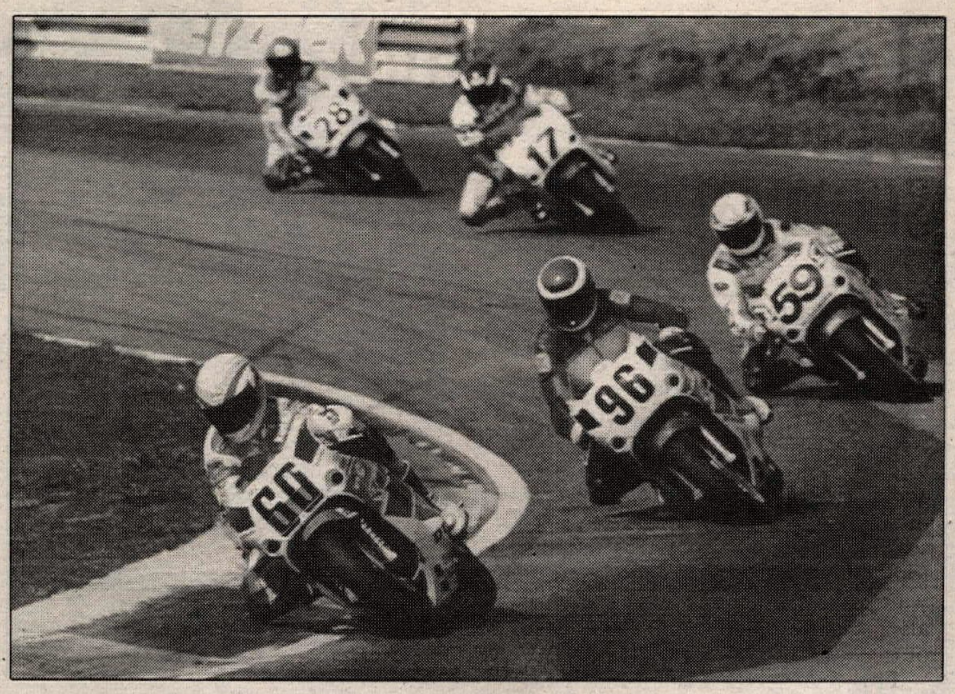
ROAD RACE Suzuki National Cup Series Final



Californian Tommy Lynch (13) won the GSXR750 final after on-track winner Mike Smith (6) elected to withdraw from the event rather than be disqualified.

The GSXR1100 battle came down to the three Team Suzuki Endurance teammates Kurt Hall (60), Mike Smith (6) and Britt Turkington (28); Hall won.





Kurt Hall (60) leads Michael Martin (96), Rick Kirk (59), Robert Wright (17) and Britt Turkington (28) in their battle for second in the 750cc final.

Hall, Lynch big winners; Smith "withdraws"

By Larry Lawrence

BRASELTON, GA, NOV. 4

Two riders who have never won the season-ending Suzuki finals took home the cash at Road Atlanta in the fifth annual event. Kurt Hall won the Suzuki GSXR1100 final after a race-long battle with Valvoline Suzuki teammates Mike Smith and Britt Turkington. Eighteen-year-old Tommy Lynch was awarded the GSXR750 Final win after on-track winner Mike Smith withdrew from the event. Smith chose to withdraw from the race instead of being disqualified for running a 1989 GSXR750 exhaust cam in his 1990 model Suzuki.

Hall was the big money winner, taking home $8000 from Suzuki alone not counting his other contingencies for his Suzuki Cup finishes. Lynch went home $5000 richer, while Smith and Britt Turkington each won $3000 from Suzuki.

Hall has been around factory-sponsored contingency road races for several years, and has won more than his share of contingency dollars. As hard as it is to believe, however, Hall won his first major contingency championship at this year's finals. Prior to this year's event Hall's best performance in the Suzuki Cup Finals was a fifth-place finish in the GSXR750 final last year. In 1986, Hall finished third in the Honda 500 Interceptor Final.

Lynch also had never had a top finish in the season-ending Suzuki classic. In fact, many new names were among the top finishers this year.

The 1990 finals marked a turning point in grass roots road racing in this country. Names like Sadowski, James, Russell, Harth, Bray and Gray were gone from the Suzuki finals. Instead a new breed of riders like Lynch, Rick Kirk, Bruce Baldus, Robert Wright and Michael Martin, stepped in to provide new excitement.

GSXR750 Final

For the first time since 1987 the Suzuki finals included only the 750 and 1100cc classes as the Katana 600 final was dropped from this year's schedule.

Hall beat Lynch by two seconds in the first GSXR750 heat after Lynch had gotten by Smith on the final lap to secure second. Kirk won the second heat after a battle with Britt Turkington.

Hall sat on the pole position by virtue of his faster heat race as over 40 bikes lined up for the final. Hall got the jump on the start and led the field up the hill out of turn one. Lynch was in a perfect position to draft Hall down the back straight and that's just what the youngster from Bakersfield, California did.

As the riders completed the first lap of the 12-lap final it was Lynch leading with Hall, Smith and Martin in tow.

On the second lap it was Smith's turn to take over as he drafted into the lead on the back straight, bringing the Texan Martin with him. By then another group of three riders hooked up to the leading four bikes. On lap three it was Smith, Martin, Lynch, Hall, Wright, Kirk and Turkington in a seven-bike lead freight train.

In the middle stages of the race Smith opened up the biggest lead of the day, turning a couple of low 1:30 lap times while pulling out to a second-and-a-half lead over Lynch and the rest of the pack.

Behind the big lead group was Kevin Rentzell, running by himself in eighth. Local rider Franklin Knight was ninth, holding off a hungry group that included Chuck Graves, Titian Bue, Ray Yoder and Tripp Nobles.

In the closing laps, Lynch began closing in on Smith while Hall moved back into third just ahead of Martin, Kirk, Wright and Turkington. Hall later said the youthful abandon of Lynch cost him some positions earlier: "Michael Martin and I were running side by side going under the Nissan Bridge when Lynch slid up on the inside and hit me. The impact knocked me into Martin and we both ran wide."

Lynch later blamed that meeting on mushy feeling front brakes.

Lynch planned on staying behind Smith until the last lap when he would make his move, but it didn't work out that way. Lynch explained: "I let him (Smith) get a little too far away from me on the white flag lap. My brakes weren't real solid so I was nervous about taking it into the last turn too hot."

At the finish line it was Smith edging out Lynch, ahead of Hall, Kirk, Martin, Wright and Turkington in quick succession.

Smith said a lack of concentration on his part almost cost him the race: "After I got out front I started day-dreaming. Before I realized what I was doing, Lynch had caught back up to me.

In the post race teardown it was discovered that Smith's 1990 model Suzuki had 1989 GSXR750 exhaust cams. At first there was some question of whether or not the infraction was serious enough to disqualify Smith.

At last year's final there was a question of maximum overbore on some of the top finishing 750s, namely Scott Russell's Yoshimura-built Suzuki. In that case, Russell kept his win in the class when it was determined that the rule from one sanctioning body to the next was not uniform.

Smith's violation, however, was a clear cut infraction even if there was little if any performance gain. Smith declined to comment on his withdrawal or why he would run an illegal bike in the final.

Ron Scrima of Racing Engine Service built Smith's bike and was able to shed some light on the situation. "This bike was the same machine that we built for Smith for Daytona as part of an American Roadracing project," said Scrima. "The bike was perfectly legal at that time. Sometime in May the bike was brought back to us to do some dyno testing on. We did various tests on the bike, including trying different cams. When Smith picked the bike back up, I was under the impression that he wasn't going to be racing any more Suzuki Cup races. If a finger of blame is going to be pointed at someone, I guess it should be at me for not putting the motor back to stock."

When asked if Smith was unaware of the illegal cam, Scrima replied, "That's not necessarily so."

GSXR1100 Final

The real surprises in the 1100 event came during the heat races. In heat one Kevin Rentzell caught his fellow competitors off guard, winning the qualifying race by just over a second ahead of Washington's Joe Pittman.

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Turkington, Buckeye Boys score at Road Atlanta

By Larry Lawrence

BRASELTON, GA, NOV. 1-4

The rich tradition of the WERA Grand National Final continued to flourish with the coming together of over 600 road racers from across the nation for the country's final major road racing event of the 1990 season. Approximately 15,000 spectators converged on Road Atlanta to watch WERA's best go at it in the always exciting winner-take-all format of the GNF.

This year's GNF was highlighted by the performances of a trio of Ohio riders and yet another one of those fast road racing Texans.

The soon-to-be-famous racers from the Buckeye State included Kirtland Hills rider Tom Kipp, who left Road Atlanta with two more WERA Championships to add to his 1988 B Superbike title, and up and coming Novice class riders Dean Hayes and Tom Wilson.

Texas has produced a slew of WERA champions over the years, including Grand National Final legends Bobby Goodin and Kevin Schwantz. Britt Turkington went a long way in assuring his place in GNF history by scoring two hard-fought wins on the intimidating 2.52-mile Road Atlanta circuit.

This was the first year that WERA included the three Expert-only Supersport classes as part of the GNF program. In the past these classes have been held only during the regular racing season as cash-paying qualifiers for Suzuki National Cup Finals.

Turkington won his first title on Saturday in the A Superstock final. In that race Kurt Hall took the early lead with Texans Turkington and Michael Martin in hot pursuit. The race was held late in the day and riders had to deal with a bright setting sun coming up the hill to turn five. Rick Kirk crashed early in the race when the sun glared on his face-shield and he lost sight of the track. Kirk hit the lip of some curbing which sent him tumbling. He was unhurt in the crash but his Suzuki suffered extensive damage.

The battle between Turkington and Hall was intense and involved more than just a WERA title. Hall had protested a Turkington win in a Suzuki money race earlier this year, and the two Team Suzuki Endurance teammates had hardly been the best of friends since.

On the last lap, Turkington led while Hall was waiting to make his move. Hall set Turkington up for an inside pass under the Nissan Bridge, but a lapped rider was in Turkington's way and he was forced inside. Both riders ran wide on to the pit lane, nailed the throttle and passed the lapped rider on both sides as they took the checkered flag. Turkington edged out Hall by a half bike length on his Tom Houseworth-tuned Suzuki. It was Turkington's first WERA Sprint Championship.

The A Production race was held simultaneously and the confidence of Bruce Baldus had to be at an all-time high as he'd just won a Suzuki GSXR1100 National Cup heat race. Once Baldus got by early leader Joe Prussiano it was clear sailing for his Metzeler-backed Suzuki. Baldus put 16 seconds between himself and second place en route to his first WERA number one plate.

Turkington came back on Sunday to win the B Superstock race. As in the race the day before, Turkington had to hold off Hall and Martin. He had a little easier time of it in this race, though, as he got the breaks in traffic and had a four-second lead at the finish.

The "Texas Tiger" tried to make it three WERA Superstock titles in a row in the C Superstock race, but unfortunately Kevin Rentzell was in the race on a Yamaha FZR600. Turkington flogged his under-powered Suzuki Katana 600 and stayed with Rentzell for a few laps. When he realized that a clean race wouldn't work, Turkington used a few of the tricks he learned in Texas, banging hard into Rentzell a couple of times.

This action only served as amusement to Rentzell who enjoys a rough race. Rentzell took Turkington's punishment, then dished out some of his own.

Turkington decided he'd had enough fun and pulled into the pits. Rentzell went on to take the checkered flag, with cracked and scuffed body work on his Yamaha from the encounters with Turkington. It was the first WERA title for Rentzell since winning the B Superbike Championship in 1987.

Kipp, a top-ranked privateer in AMA Superbike racing, saw the GNF as a way to impress factory reps and he had determination in his eyes as he gridded his Wiseco Yamaha OW01 for the start of the A Superbike race. Fritz Kling blasted off the line on his Vita Spelt Yamaha FZR750 and led the pack heading up the hill out of turn one.

Hall and Kipp drafted by Kling on the downhill section of the back straight to take over first and second. Hall held the lead until the fourth lap when Kipp outbraked him going into turn one. Once out front, Kipp was forced to push hard to keep his bike in front of Hall's more powerful Valvoline Suzuki GSXR1100.

Kipp's determination paid off as he pulled out a two-second lead on Hall that he held to the finish. Kling clung to third place over a hard-charging Jeff Hagan, who was later disqualified for starting the race in the wrong grid position.

Kipp came back a couple of races later to win the Formula Open Championship. In that race David Ross crashed his Suzuki at the bottom of the high-speed turn four. Ross' slide through the red Georgia clay created a large cloud of dust and while the other riders backed off through the melee, Kipp stayed tucked in and blasted through it, hitting a piece of Ross' body work in the process and sending it spiraling 20 feet in the air.

Kipp pulled away from Kling again to win his second title. After the race Kipp was asked about his aggressive riding style.

"The bike just really felt good today," said an enthused Kipp. "Dale Rathwell has been helping us get the suspension dialed in all year, and it worked great on the bumpy parts of the track. I can't say enough about the competition here. I can't believe how fast some of these guys have gotten in the last year."

One of the big stories of the weekend was the performance of newcomer Tom Wilson of Oregon, Ohio. Wilson showed a lot of promise in the WERA North Central region this year, and he became the first Novice rider to ever win a round of the popular Michigan Grand Prix.

Wilson won three titles at the GNF and likely would have won a fourth had his 1986 Suzuki not blown up while leading the B Superbike Novice race.

With a blown bike, it seemed as if Wilson would have to miss the A Superbike race. Announcer Glenn Billings put out a desperation call for anyone that would let Wilson borrow a bike for the event, and amazingly the plea was answered by spectator Brian Gassman. Gassman, who also races, loaned Wilson his street bike which he had ridden to the track.

Gassman's bike was swarmed over by a pack of Wilson's fellow North Central region racers, who were fighting against the clock to get the bike ready. The final preparations were finished in the nick of time, and Wilson headed out on the track with only the warm-up lap to familiarize himself with the GSXR750.

During the first three laps of the final Wilson ran third while feeling out the bike. On the fourth lap he felt comfortable enough to move past first John Oliver and then Dale Baker to take the lead. Wilson went on to win by a good margin, much to the delight of the crowd.

After the race Wilson was finding

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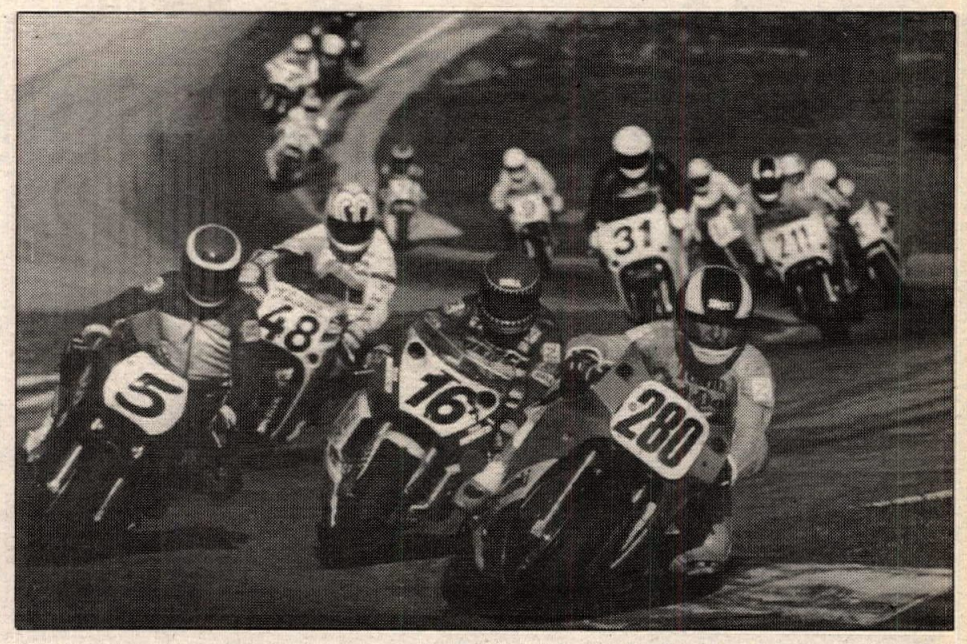
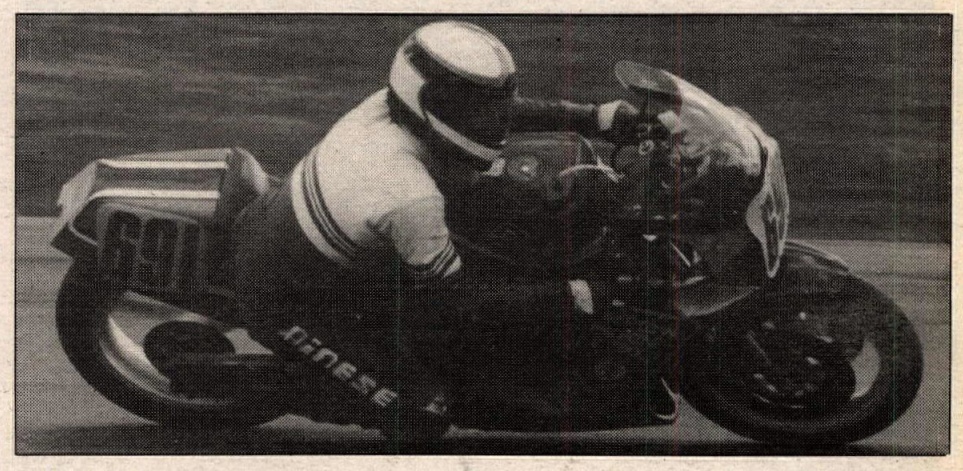


Larry Locklear (280) took the early lead in the Formula Open race but was passed by winner Tom Kipp (16); Michael Martin (5) and Kevin Rentzell (48) follow.



Ohio's Tom Wilson was the big winner during the GNF, winning three Novice titles; one of those titles was won on a bike borrowed from a spectator.

Britt Turkington (28) won two WERA titles at Road Atlanta. In both the A and B Superstock races he had to hold off Michael Martin (5) and Kurt Hall (60).

The Baja gods must be crazy

By Kit Palmer

If everything always went as planned, life would be boring. Right?

Take last weekend for example. Five guys heading to Mexico to pre-run the Baja 1000. The plan was simple: Grab a couple of dual sport bikes, a couple of off-road bikes, one van and a bunch of gas, get to Baja and ride our sections of the race course. No problem, right?

As it turned out it was no problem, that is until the Baja gods attacked.

It all started Friday night when we checked into a hotel in San Diego, so we could cross the border near Tijuana early Saturday morning. Since the van could only reasonably carry three motorcycles, we had to ride the two street legal dual sport bikes — a Suzuki DR350S and a Honda XR250L — across the Mexico/California border. The other three bikes were off-road only DR350Ls and a DR250L.

From Tijuana the two dual sport bikes led the van about 80 miles to Ensenada then another 20 miles to Ojos Negros, the Baja 1000 start site. At Ojos Negros we had to top off both the van and the bikes with gas, but the small town's only gas pump was locked. We asked around and found one of the locals who said he could help us. He walked around the back of his house and a few minutes later reappeared carrying armfuls of plastic one-gallon jugs of gas. It looked like real gas to us, so we topped-off and handed the guy a few dollars and four of us were on our way, as the van took off on a different road to a place called Nuevo Junction where we would all meet later.

The ride from Ojos Negros to Nuevo Junction was awesome, a nine on a scale of one-to-10. Only dust prevented the ride from being perfect. The dual sport DR350 that I was riding and the XL250 that Steve was piloting had no problems hanging with the other DRs on the hard-packed, two-track dirt roads. Simply awesome.

About 70 miles later on a trail heading off into the desert, we came across a course marker that read, "DANGER — no gas, no food, no anything — next 100 miles." Didn't want to go that way, so we turned off on a different dirt road that led us towards Nuevo Junction, where we hopped on Highway 2 to a small desert town called Indepencia. There the van was waiting for us at a gas station. We loaded up the DRs in the van and traveled almost 100 miles to San Felipe, with Steve and I riding the dual sport bikes. As it turned out, the dual sport bikes racked up almost 250 flawless miles on the odometer in one day.

* * * * *

The girl was looking me over. She was in her mid-20s, pretty, had long blonde hair, and was wearing pink shorts and a white blouse. Standing on the other side of her was her husband, clean cut, perfectly combed hair, also wearing shorts with a one of those shirts emblazoned with an alligator logo. On the other hand, I was wearing riding pants, jersey and boots. My clothes were smeared with silt and my face had enough dirt on it to plant a tree. The three of us were at the front desk checking into the posh — by Baja standards — Hotel Las Misiones in San Felipe and were being assisted by two separate clerks. The couple next to me had reservations, I did not; she asked for a suite by the ocean, I wanted a room by the parking lot; she wanted champagne sent to their room, I wanted a beer. She looked at me again, I wiped my filthy face

on my once white jersey, leaving a smudge that contact cleaner would never get out. The clerks handed us our room keys, the couple picked up their suitcases, and I grabbed my helmet and my grease-stained gearbag. The girl and I crossed paths as we headed to our rooms. I smiled at her, she forced a grin. As I walked out the lobby I thought, "I think I know why I'm pushing 30 and am not married."

* * * * *

Carne asada (steaks), fish tacos, and a couple of Coronas in a restaurant that night topped off a nearly perfect day of riding in Baja.

But Sunday was a different story.

We knew that Sunday's ride was going to be tough. In fact, Pete and John were mumbling about staying at the hotel and going fishing, instead.

"Fishing! You guys are wimps," said Ron.

That did it. Pete and John had no choice. After a couple of hours prepping the bikes in the hotel parking lot, the five of us were back riding in the Baja desert.

We were going to cover a 200-mile loop, starting and finishing at the hotel in San Felipe. Gas was going to be a problem, though, because there were no gas stations anywhere near where we were going. So we had to carry as much gas as possible in half-gallon and gallon plastic containers. We were Roman Candles on two wheels.

We set out on the road and about 30 miles later we turned off the pavement and aimed towards Diablo Dry Lake.

With Ron leading the way and Steve, Pete and John in between, I rode sweep. We streaked across the dry lake at 70-80 mph, leaving a cloud of dust that could be seen in Texas. Visions of Malcolm Smith racing across the dry lake in the movie On Any Sunday flashed across my mind's screen. I was having the time of my life.

Fourteen miles later, we left Diablo Dry Lake and raced down wide open two-track dirt roads following the Baja 1000 course markings. By now it was about one o'clock in the afternoon and hot. But it didn't seem to matter. We were having too much fun to notice.

The hard-packed dirt roads eventually dropped us into the famed Matomi Sandwash. Now we had to start working. My DR350S, with the stock semi-knobby tires, sank into the deep sand and would barely move forward. Without real knobbies it was nearly impossible to hook up, and to make matters worse, the low-octane Mexican Pemex gasoline we were forced to use was causing all of our bikes to ping and detonate badly in the power-robbing foot-deep sand.

The five of us forged on. Then, 10 miles later it happened. I came around a corner and found Pete, John and Steve parked in the middle of the wash. I pulled up alongside of them and stopped my engine. There was silence.

"What's happenin', guys?" I asked. There was more silence.

"My bike seized," whispered Pete.

The Baja gods had struck.

The sand was so deep, we couldn't push or tow, and we didn't think that doubling-up would be possible. So Pete had to make camp and he wasn't exactly happy about it.

Ron had no idea Pete had seized and was far ahead of us. I knew gas was so critical that he would not risk backtracking and would wait until someone reached him. So John, whose DR350L was also running a little ragged at the time, decided to stay with Pete, while Steve and I continued on.

"Don't worry about us," joked John, as we rode away, "even if we have to stay out here all night. Ha, ha."

Little does he know, I thought.

Four miles up the sandwash Steve and I came across Ron, who was parked under a tree, and told him of the situation. It wasn't good. There was no easy solution, but we did know that we had to keep riding. We were low on gas and knew that the amount of daylight left was limited. And at least 80 more miles of riding was still ahead of us. The three of us struggled through the rocks and soon became separated. Ron and I stopped and waited for Steve to catch up.

"You know, the more I think about it, the more Pete and John are really screwed," said Ron, as we waited. "We should've let them go fishing."

Steve rolled up next to us and the half-gallon container he was carrying on his fannypack was smashed and all of our extra gas was now gone.

"I fell down on a rock back there," said Steve.

Silence prevailed.

Things were getting bleaker by the minute. We fired up our bikes and continued on our journey, but just as we started riding again, my DR backfired and sputtered, and it suddenly quit. Ron was in front of me as I looked up and watched him disappear around the next corner. Now Steve and I were alone with a dead motorcycle.

We tried every trick in the book to get the bike running again, but it would just pop, backfire and die.

About 30 minutes had passed when Ron came riding back up the sandwash. With the sun dropping behind the hills, we decided to stash my bike in the bushes and drain the gas out of it and put it in the remaining running bikes. As a last resort, Ron would ride me back to San Felipe. However, we found out that gas would not flow through the petcock when we tried draining the tank, so we looked further and found that the vacuum hose from the petcock to the carburetor had blown off. The problem was so simple, it took us forever to find it. The Baja gods were obviously teasing us.

Even though all three bikes were running again, we were not out of the "woods" yet. We needed gas.

We continued down the sandwash hoping to get back on some hard-packed dirt roads soon. But before we did, we came across a broken down Baja buggy. We stopped next to it, looked at each other, and I said, "Are you guys thinking what I'm thinking?"

"I've got a siphon hose in my fannypack," said Steve.

We ended up draining a couple of gallons of gas out of the disabled buggy and put it in our bikes. We taped a couple of dollars to the side of the car and took off.

Finally, the sandwash turned into a two-track dirt road, heading north towards San Felipe. We still had about 30 miles to go but I wasn't about to count my chickens before they hatched. Not until, at least, we rode into the hotel parking lot where our van waited.

We picked up our pace on the twisty dirt road. It was a great ride, but I was feeling a little guilty about having fun knowing that Pete and John were out there stranded in the middle of the desert with the scorpions.

However, I quickly stopped feeling guilty. The pain was almost unbearable, as it shot up my right arm like a lightning bolt. I was riding alongside Ron at a good clip, and when I looked down at my arm I saw a huge piece of cactus with inch-long spikes buried deep into my forearm. My first reaction was to grab that piece of Choia, better known as jumping cactus, with my left hand and yank it out. Now the palm of my left hand was boiling in pain as I tried shaking off that ball of cactus from hell. I came to an abrupt stop and quickly began plucking the spikes out of my arm, which had swelled up to the size of a watermelon.

In the meantime, Steve had his own problems. He had just realized that his fannypack had long since fallen off, and in it was his wallet!

At this point, I'm sure if we listened carefully enough in the silence of the desert, we could've heard the Baja gods laughing at us. They must've been having a great time.

I hopped back on my bike but I could barely twist the throttle because of the pain. Luckily, we could just barely see the mountains near San Felipe, which gave me the incentive to keep pushing on. A few miles later, though, Ron's bike, that had a broken headlight, got a flat rear tire and we stopped to fix it in pitch darkness.

While Ron was installing a new innertube, nobody spoke. We were tired and fed up. The silence continued until Ron said, "Do you guys

FEATURE Dual Sport adventure in Baja

remember that episode of Star Trek — The Menagerie — when Spock was on trial for going to a forbidden planet? Kind of like Baja. You see, all this bad stuff was going to happen to him, but it all ended up being an illusion. Maybe this is all an illusion and when we get to the hotel, we'll find John and Pete waiting for us by the pool sipping margaritas."

About eight o'clock that night, we finally rode up to the hotel and John and Pete were nowhere in sight. So much for illusions.

All we wanted to do now was sleep, but we had to rescue Pete and John who had now been stranded for more than six hours. We needed a plan, but we were deliriously tired.

* * * * *

"Okay, Kit, you take the van, fill it up with gas, come back, load up the DR in the van, go back to the gas station, top off the bike, leave the van there, push the bike back, and meet me here," said Ron. "No wait," I said. "Why don't you ride the bike to the gas station, fill it up with gas, ride back, take the van to the gas station, come back, load the bike in the van, go back to the gas station, unload the DR, drive the van to the store, come back to the hotel, pick us up, go to the gas station, load up the DR, and we'll drive back into the desert." "I've got a better idea," said Steve. "Let's take the van to the gas station, fill up the gas cans, drive back to the hotel, take out the gas cans, load up the bike, go to the gas station, top off the van, drive back to the hotel, unload the bike, put the gas cans back into the van, ride the bike to the gas station, come back, put the DR in the van, and then rescue Pete and John." Obviously, we weren't making a whole lot of sense, but we soon got our act together and began thinking sensibly.

* * * * *

We eventually asked some of the locals if there were any access roads that we could drive the van on, with my DR in the back, to somewhere close to Pete and John. We were told of a dirt road that should do the trick. Before heading back out to the desert for the night, we stopped for gas, and bought some food and five Coronas.

Ron, Steve and I hopped in the van and took the dirt road almost 20 miles into the desert until we found a section of the race course. Luckily there was a mileage marker there, so we knew that John and Pete were approximately 30 miles south of that point. Ron filled his backpack with extra jackets, gas, food and water for Pete and John. At midnight Ron and the DR350S headed out into the black desert, while Steve and I impatiently waited at the van.

* * * * *

I was on the edge of falling asleep. Steve and I had given up trying to stay awake waiting for Ron, Pete and John to return. I was curled up in the back, Steve was trying to get comfortable up front in the passenger seat. Out of the desert silence, I heard the sound of a buggy engine coming up the same road where our van was parked. I could see its headlight flickering inside the van. There was another car behind it. Both vehicles turned off the main dirt road on to another dirt road and then stopped about 100 yards away from us. Their engines died. I was beginning to get nervous. Who could they be? I was trying to convince myself they were Baja 1000 pre-runners, but at one o'clock in the morning? "I don't think they're pre-runners," said Steve. I got nervous again. "Drunk banditos," I thought, and here we are, in the middle of nowhere, in a van that would be a really nice steal. "No, they're pre-runners," I kept telling myself. "This is about the halfway point of the race, it would just be getting dark by the time the cars reached this section of the race. Yea, that's it," I thought as I calmed down. Still, more silence. Then Steve said, "I'm worried." "That's it, we're dead," I thought. I stuck my head out the window and watched the two cars in the distance. Finally one of the cars started up and took off down the course, and the other turned back the way it had come. Pre-runners. It's funny how your imagination can run wild in the middle of the night in Baja.

* * * * *

Ron eventually found Pete and John, but his twisted sense of humor got the best of him, as he pretended not to see Pete and John, who were frantically jumping up and down and waving there arms in the cold night air. Ron rode right past them, looking in the opposite direction. Cruel.

Ron and Pete doubled up for what would be a brutal ride across the desert.

Back at the van, Steve and I could see two motorcycle headlights emerge out of the darkness, as the five of us were about to be reunited. It was time to break out the five Coronas.

* * * * *

Here we are, I thought. Fifty miles from the nearest town, in the middle of the desert, three o'clock in the morning, laughing, swapping stories, a little worse for wear, maybe, but we're five amigos sharing one of life's many unplanned experiences. This ain't so bad.

* * * * *

The five of us finally drove up to the hotel around five in the morning, but we all knew that our adventure wasn't quite over — we had to go back out there and retrieve Pete's broken DR. The word got out around town that five gringos needed a four-wheel-drive truck, and at 7:30 in the morning, we got a phone call from guy named Fernando, who said he had a truck and would help us. When we got to Fernando's house, we saw his big black 4x4 Toyota pickup in his front yard, unfortunately we also saw that the hood was up and that the right front tire was as flat as the dog laying smashed in the middle of the road in front of the house.

It was apparent that Fernando's truck had as much of a chance of starting as Pete's DR.

Fernando said, "Follow me."

On foot, we followed him up the dirt road to another house where another 4x4 pickup truck was parked. This one worked. We climbed into it, including a couple of Fernando's friends. The one carrying the 12-inch machete made Pete nervous, though.

About four hours and $100 later, Pete's DR was retrieved and we were loading up for the long trek back to Los Angeles. Three of us would ride in the van, while the other two would ride the two dual sport bikes. We switched off between the van and the motorcycles about every 100 miles, as we headed home via the Mexicali border.

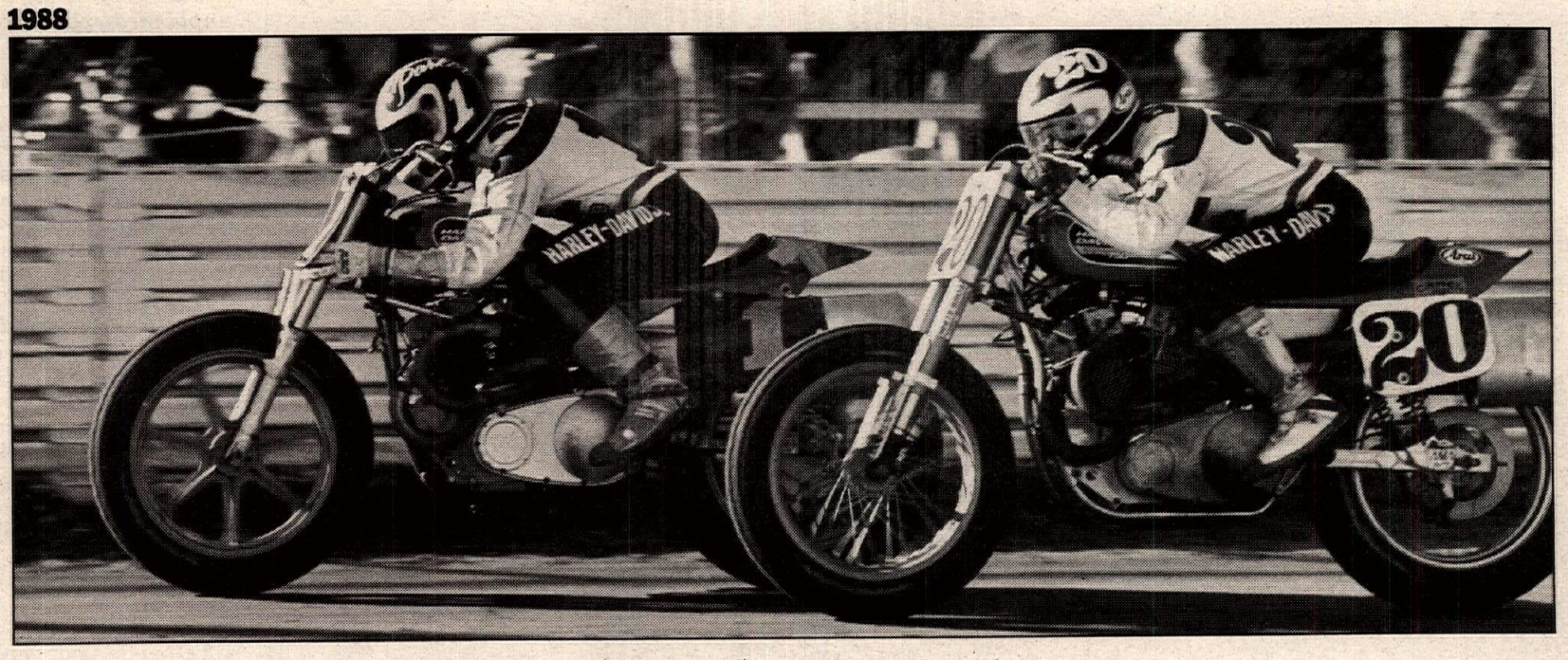
Most of us got home around two o'clock in the morning and had to be at work in a few hours. Actually, most of us were supposed to have been at work the day before!

The Baja gods had tested us, but we had proven our mettle by overcoming the obstacles they threw at us. It was a weekend five amigos won't soon forget.

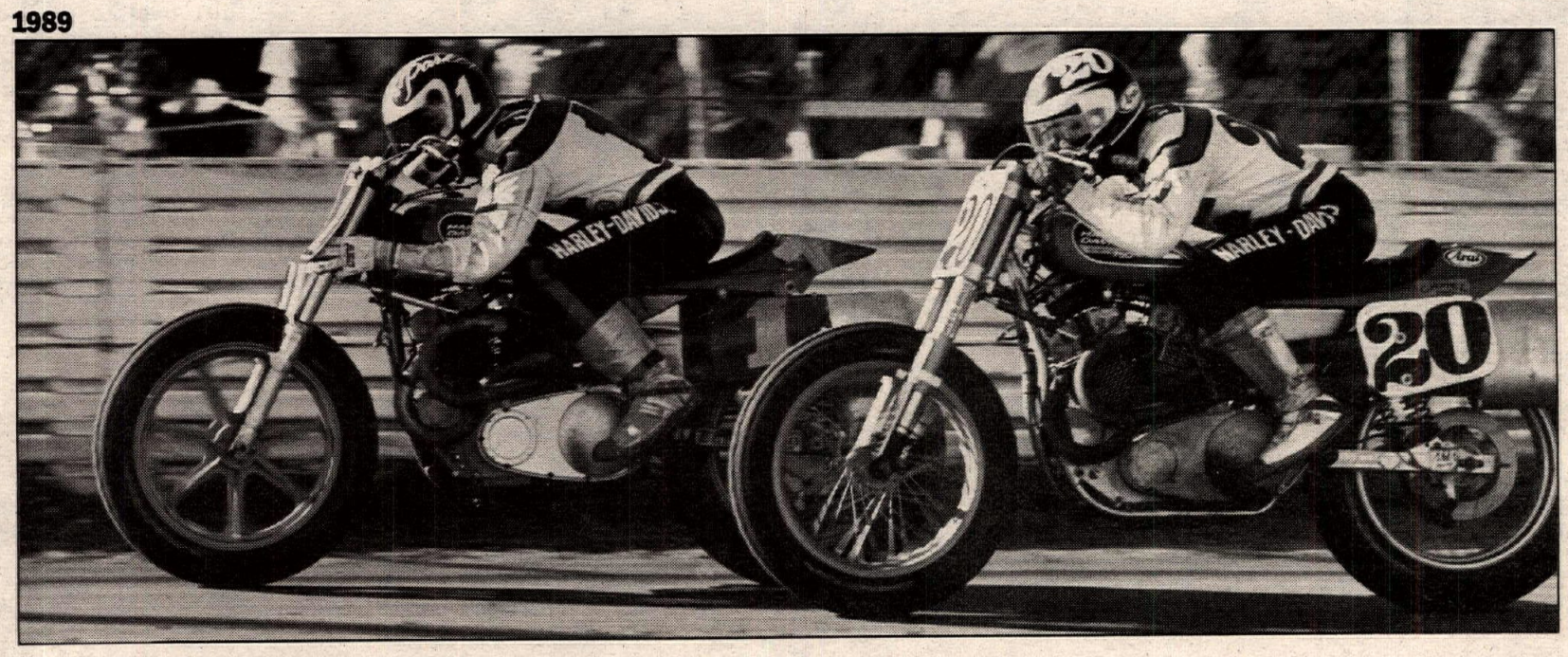
* * * * *

As far as the motorcycles we rode, the two dual sport bikes were workhorses — especially the Suzuki DR350S — and were the most reliable bikes of the bunch. We racked up approximately 1000 miles on the little DR in about four days, and despite the scare it gave us in Matomi Wash, it performed extremely well, as did the even smaller Honda XR250L. Without the dual sport bikes we brought, we'd probably be still out there - dueling with the Baja gods. CN

1988



1989



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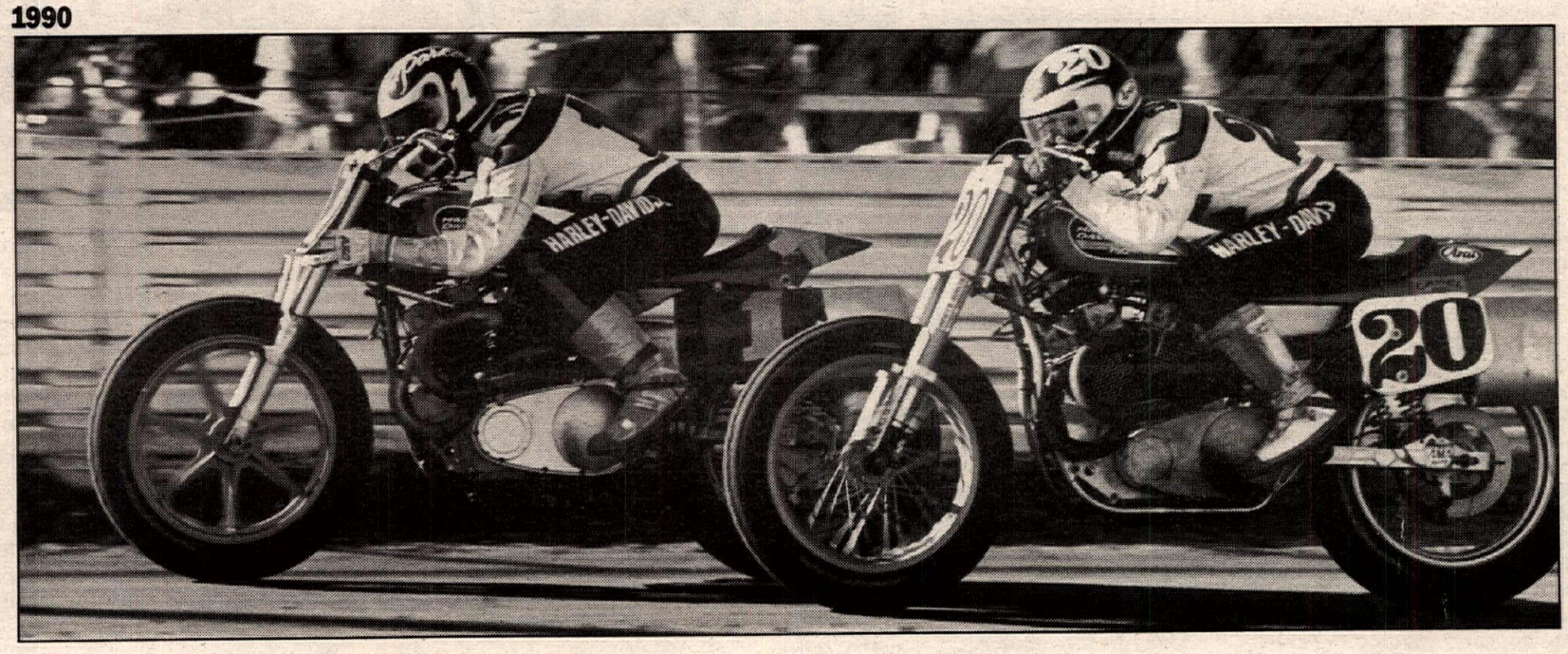


Can you say "Parker and Carr" three times fast?

Congratulations to Scott Parker for winning his third AMA Grand National Championship, and to Chris Carr, who also scored his third consecutive 600cc National Championship. And finally, thanks to tuners Bill Werner and Kenny Tolbert for helping us win the manufacturer's trophy for the third straight year. That's "Harley-Davidson,® Harley-Davidson, Harley-Davidson."

TRAIL RIDE The Colorado 500

What's it take to ride the annual Colorado 500 Charity Dirt Bike Ride? An invitation from former Indy car racer Wally Dallenbach. Dallenbach owns a ranch in the Rocky Mountains of Colorado.

Malcolm who?

By Bruce Armstrong

Every sport has its premier event — Indy, Pebble Beach, Wimbledon — pick a sport and there is an event amateurs and professionals alike aspire to attend. If you are an enduro or trail rider, failing a berth on the American Six Day team, an invitation from Wally Dallenbach to the annual Colorado 500 Invitational Charity Dirt Bike Ride is the daydream of choice. Despite having spent 10 years in the motorcycle industry, I was certain my reputation as a "poorly dressed and slow" dirt bike rider would exclude me from any event billed by Dallenbach as the "Ride of Champions." An announcement three years ago by my daughter that she had been accepted by Harvard University (read: 30 large ones per year) hastened my departure from a financially lean existence in motorcycling, and extinguished any misguided thoughts of getting *the envelope* from Wally.

You can well imagine my surprise some months ago when *the envelope* did arrive. "Even a blind hog finds an occasional acorn," thought I, and the search was on for a suitable dirt bike. This is not to say that my garage is not fully stocked with functional on-off road machines. Wally did say it had to be quasi-street legal: muffler, horn, license plate etc. How about my 1964 Ducati Mountaineer 90? Naw, two-strokes make great weed whips, but can't be trusted too far from the truck. Okay then, my purchased-new 1972 XL250 Honda. All 23,000 trouble-free miles certainly vouch for its reliability, and four-valve technology guarantees to dazzle the techno-mavens amongst the participants. Again, maybe not enough power for those 14,000-foot passes, especially given its sagging compression and my sagging waistline since date of purchase. Power certainly wouldn't be a problem with my new Paris/Dakar BMW, but I sure would hate to have one of those Indy car guys see me cry when I bent a non-repairable $800 rim on a Colorado rock — they do have rocks in the Rocky Mountains, don't they? Solution: Borrow a friend's '83 XR500 Honda. Unridden for the past four years, I treated it to the usual fresh oil and Metzlers, loaded up and headed to Dallenbach's Colorado ranch in search of adventure.

More than 200 riders were invited to this year's 15th annual Colorado 500, which was held in September. The famous ski resort town of Aspen, Colorado, is one of many stops along the ride.

Having confirmed that all 200-plus riders didn't ride in a pack, but break up in groups traveling at a pace commensurate with their collective ability, I decided my first task was to find riders wishing to view the passing Colorado countryside at my pace — no mean task in this group, I can assure you. I was initially put off by the number of riders striding around in blue Bell helmets with white stripes, a sign of past Six-Day involvement, but finally fell in with a couple of likely fellows (about my age) with no outward signs of significant past international racing experience. One was a dentist, the other a hardward store owner. Both were Colorado 500 rookies like myself, and invited me to join them. Problem solved! Tech involved blowing your horn, showing them your license plate, and being able to push your bike in a straight line. I passed, and left for nearby Aspen (home of the rich and the feckless) and a cold beer with my new riding buddies.

No braggers these two. It wasn't until the *second* beer that I found out that the dentist has been the Senior class enduro champ of northern California and the hardward store owner had just won the Senior class in the Baja 1000. Despite assurance by the dentist that he had slowed dramatically since a serious crash a couple of years ago, I knew I would be riding alone soon after tomorrow's start.

Sure enough, soon after the eulogy for a safe ride delivered on the Basalt Elementry School football field, I found myself fumbling up the front side of Taylor Pass *alone!* How could 200 riders disappear that fast? To hell with them all, dentists and hardware store guys included. After all, I had a map and a guaranteed motel reservation in far-away Ouray. Pressing on at a goodly clip — goodly enough that is, to keep ahead of the sweep truck — I came upon a fellow whose drain plug had fallen out of his XR600. Failing to locate a side plug, I pressed my maxo-Swiss Army knife into duty and made a replacement out of pine, slicing my middle finger in the process for good measure. The sweep truck arrived with a spare quart of oil, and I made my next mistaken appraisal of rider ability: Mr. No-Plug was a good 10 years older than I. Hoping he might feel somewhat indebted to me, I decided to tag along with him. Wrong again! I could barely keep up, much less catch up after one of my many photo stops. At mile 42.2 (so this is what enduro speedos are for!!), I found myself face down in a piece of granite most surely attached to the center of the earth. Nothing like the fluffy sand stone of southern California.

Aside from having difficulty picking a rider partner, I wasn't getting on just too well with my friend's XR500. Whilst trying to remain vertical on the many steep downhill marble staircases, the old Honda would alternately die near idle, only to awaken with a lusty surge of power at partial throttle. It was just as though it had a two-barrel carburetor, I thought, as I lurched yet again toward the brink. My local Honda dealer had sold me a pocketful of main jets for just such an eventuality, so I stopped on the nearest level ground with hopes of applying the demon-tweak to the carburetor. Guess what? The damned thing had two carburetors. Crap, if I'd wanted two carburetors, I'd have ridden my BMW. Not knowing which was which, I had to struggle on to Ouray and the welcome shelter of the American Honda support truck. Someone of authority — like Gary Mathers maybe — better damned well be there, I thought, to explain why my single cylinder motorcycle has two carburetors.

Another hour of riding found us at the first stop and a well-deserved rest break. Feeling that I had ridden halfway across Colorado by then, I got out the Forest Service map to assess our progress. Fully extended, the route map consisted of nine folds. We had covered less than two folds, and it was 2:30 in the afternoon. Rudimentary math told me I'd be lucky to make Ouray for the second night, not to mention tonight. Pavement-city, dudes.

Arriving at Ouray late in the day, it was only the warming effects of a shower and clean clothes that allowed me to entertain the prospects of another three days of crashing and catching up with anything but grim determination.

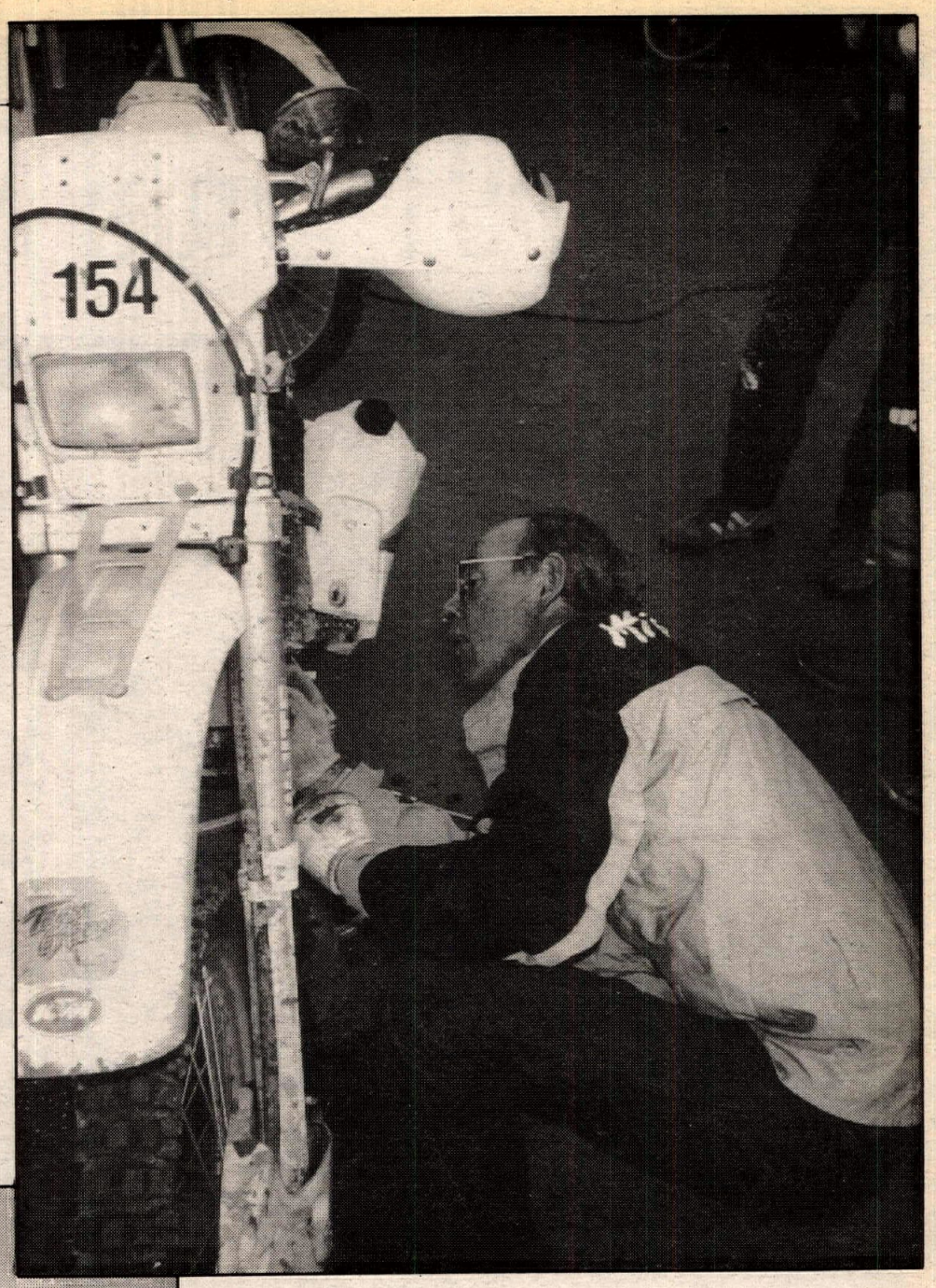
No doubt feeling sorry for me, the dentist and hardware store proprietor invited me to join them for dinner. I decided to kill some time before dinner by wandering over to the Kawasaki support truck to say hello to Larry Roeseler whom I had gotten to know some years before when we both worked for Cagiva. During casual

conversation, I asked Larry how he went so quickly over the rocky downhill (read: cliff face) sections. Being the gracious individual that he is, Larry offered to take me on the next loop in the morning and give me some pointers. I faintly recall some drivel about "momentum" and "keeping your front wheel light." you can well imagine how quickly I dodged this invitation. Besides, Larry came from the Husky side of the 1986 Cagiva/Husky marriage while I came from the Cagiva/Ducati side, and was thus forever suspect as having helped torpedo the Husqvarna product in America. Yet another valid reason not to go trail riding with Larry Roeseler.

It was while hanging around the Kawasaki truck waiting for dinner time that I finally began to understand how the Colorado 500 *really* worked. Only first time participants pay even the slightest attention to the official route. The only firm rule is to get to the designated motel by sundown, covering as many single track miles as possible in the process. Stories of hair-raising downhills, crossing 1000-yard wide shale slides, deep water crossings, etc., etc., abounded. It appears that the experts (Roeselers/Smiths/assorted Six-Day*ers*) head off in the morning with a pack of wanna-bes in eager pursuit, the goal being to find a riding circumstance so terrifying as to intimidate the stragglers in the group. Getting burned off the back of the pack while miles from the nearest assistance (hopefully off the map as well) seems to be a common occurrence, but apparently worth it if only to tell your friends back home that you had "been riding with Malcolm" during the Colorado 500. Since Malcolm chose not to ride his bike to dinner that night, I decided to forgo that bit of braggadocio. I put my theory of one-upsmanship to the test the following day at the top of 13,114 foot Imogene Pass. While my bike and I were gasping for breath at the summit, up rides some Six-Day type with a last name which reminded me of a certain General Motors luxury car. I allowed as how he should have been there just moments before because Roeseler had just gone off the edge of the adjacent way-steep 2000-foot shale slide next to the summit sign. (A total fabrication and I was certain impossibility as well.) Engaging first gear, his only question was: "Which way?" to what, the hospital, I mused?

My prospects for a successful completion of the four-day event brightened considerably at dinner. Mr. True-Value had also invited another Colorado 500 rookie and longtime fellow northern California enduro competitor: Ron Cash. Ron, who at the closing awards banquet would be named Rookie of the Year, had lost the use of his right arm in an enduro accident some 10 years before. Not taking this as an insurmountable obstacle, Ron moved all his controls to the left handlbar, learned how to ride again, and kept going. Always the optimist, Ron also commented that nobody now asks to borrow any of his many dirt or street bikes. Ron had also had a bizarre first day's ride, including getting hopelessly lost and ending up in the back yard of Malcolm Smith's mountain cabin itself, well off the giant map provided at the start. Ron was looking for a conservative riding partner, and after mutual vows of a slow pace were exchanged, we headed off the next morning together for Telluride. Ron was a real gentleman, and all I saw for the next three days in my rear-view mirror, despite my best efforts to maintain some sort of brisk pace, was Ron's smiling face and the bobbing turn signals of his totally stock XL600, dual purpose tires and all. Oh, sure, Ron had to pass me to maintain pace on steep uphills, not wanting to wrestle his 600 to a standstill while I fumbled my way up especially steep grades. He'd pass and blitz-off at a pace beyond my ability dispite my new, factory-sharp Metzelers. (As a matter of fact, they remained so sharp that I considered Armor-Alling them when I got home and returning them to my dealer as unused.) Ron taught me a lot about dirt bike riding in the next three days and I taught him a bit about photography, although the number of stops necessary to use up five rolls of 35mm film must surely have tried even Ron's near-saintly patience.

Did I ride with Malcolm on the Colorado 500? No. Did I discover a killer new route between Ouray and Silverton? No. Was it the best four days of dirt biking I ever had? You bet. Don't hesitate if *the envelope* ever hits your mailbox. CN

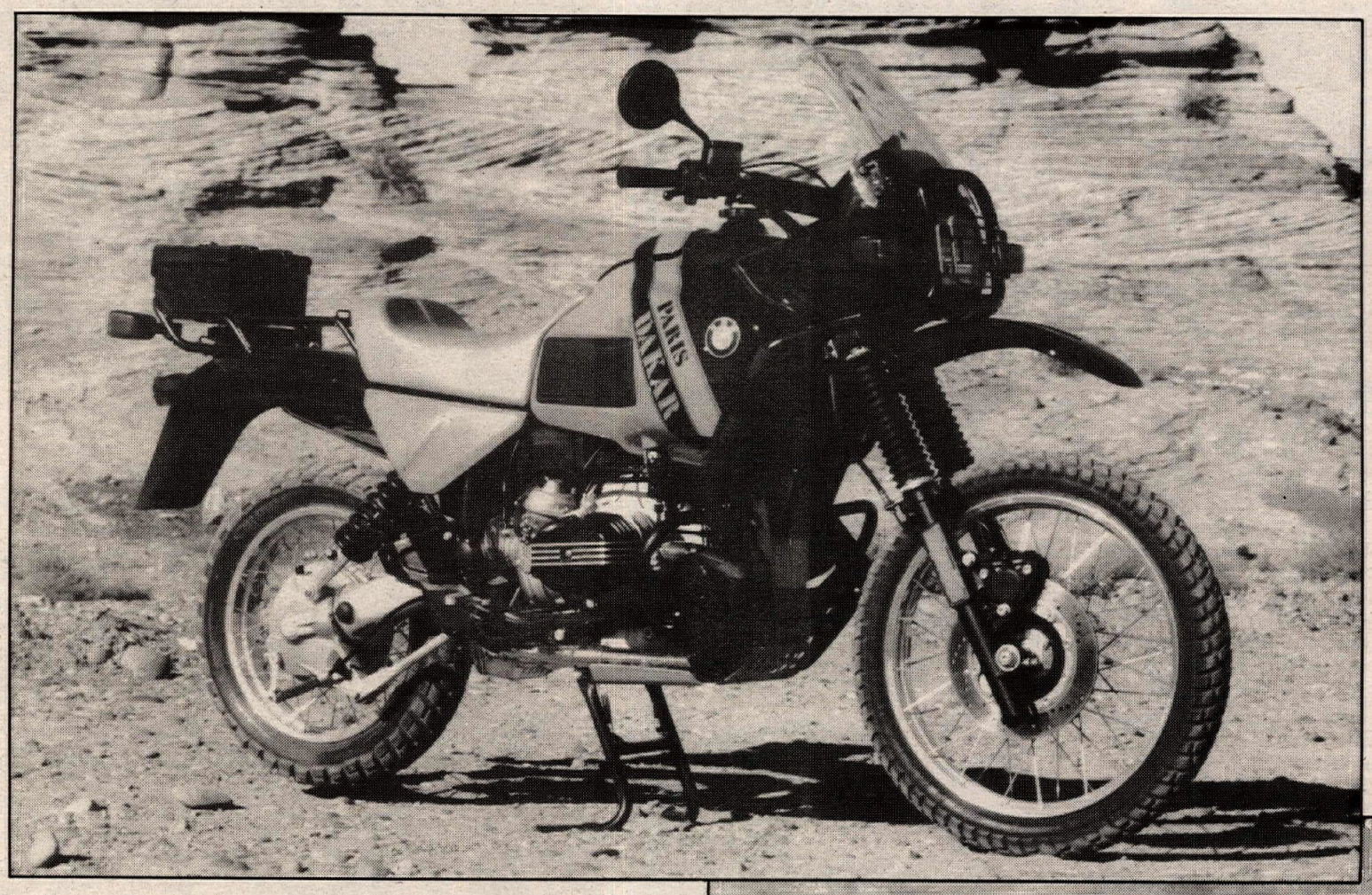


Legendary off-road racer Malcolm Smith, who also has a house in the Colorado Rockies, is a Colorado 500 regular. Here he works on his mount.

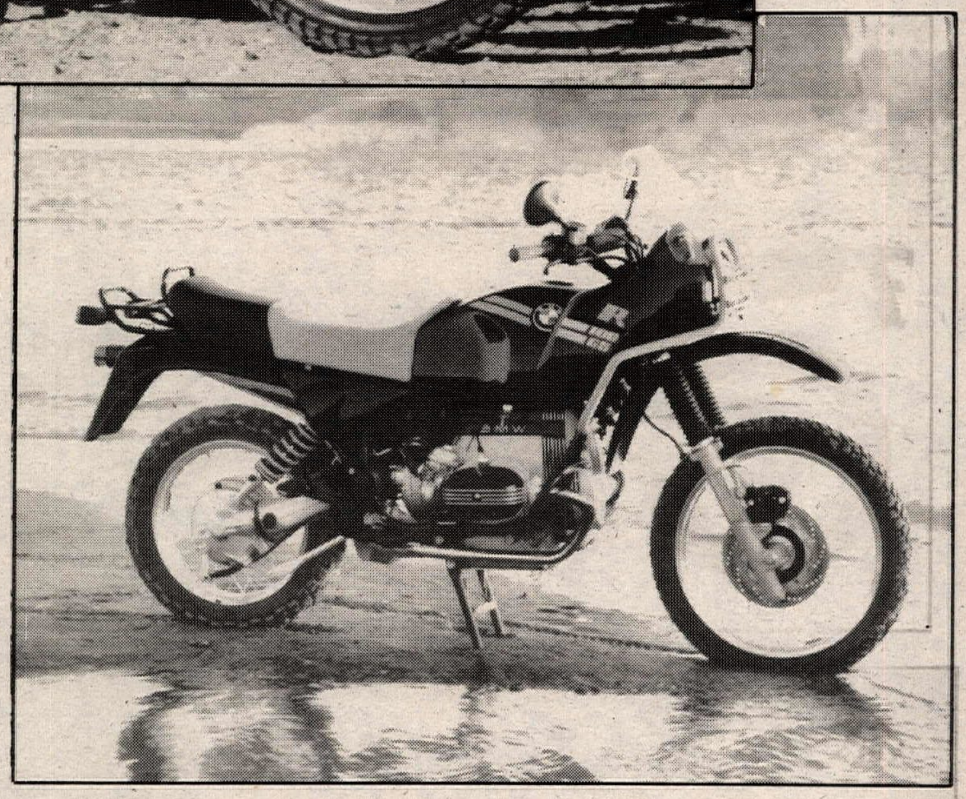
The Continental Divide is a favorite scenic stopping point along the Colorado 500 route. At an elevation of more than 14,000 feet, the air is real thin, as well as cold.

It's pretty obvious how the Rocky Mountains got their name. When riding in the Rockies, it's a good idea to carry plenty of spare inner tubes. Flat tires are common at the Colorado 500.

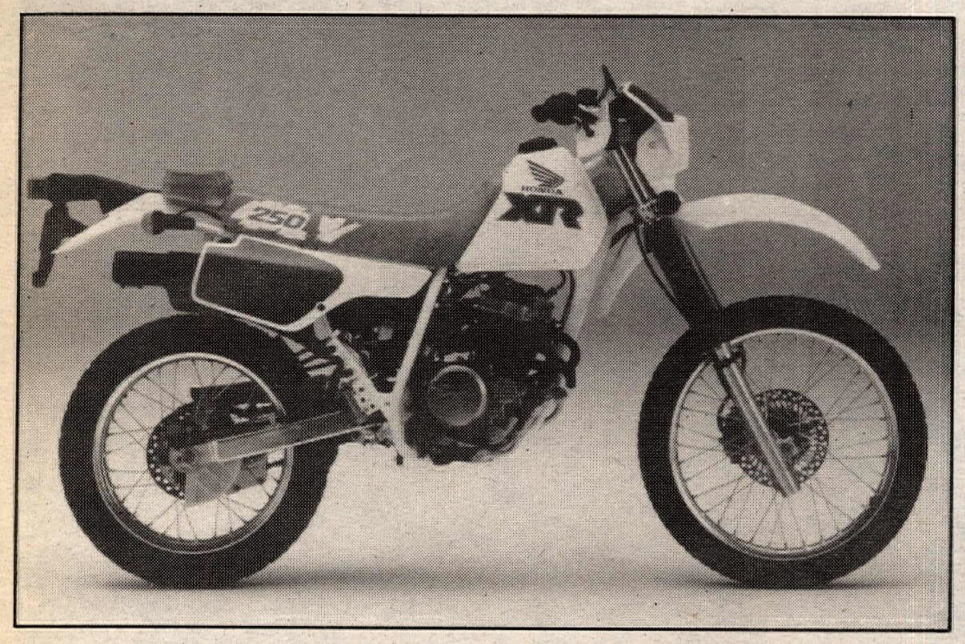
1991 Dual Sport Bikes



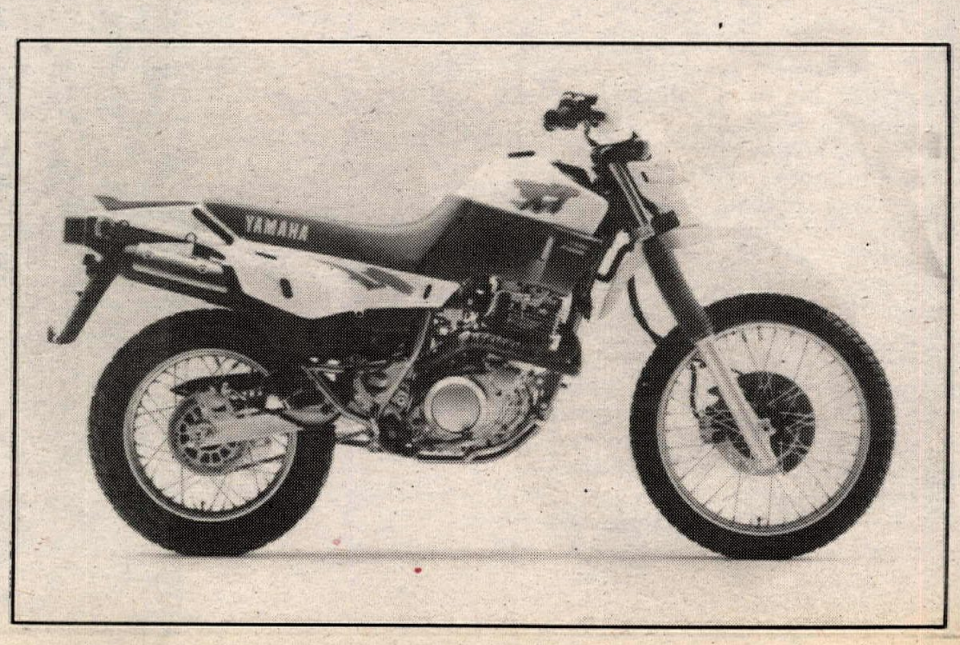
▲ For those who like the exotic, BMW offers two dual sport models, one being the fully-loaded R100GS Paris-Dakar. It features a 9.25-gallon gas tank, shaft drive, a horizontally-opposed four-stroke twin-cylinder engine and tubeless tires. It has a claimed dry weight of 443 pounds and a suggested retail price of $7990.



BMW's other dual sport model is the R100GS, which features the same motor as the Paris-Dakar model. It has a smaller 5.7-gallon gas tank, a seat that can accommodate a passenger and a suggested retail price of $6990. ▶

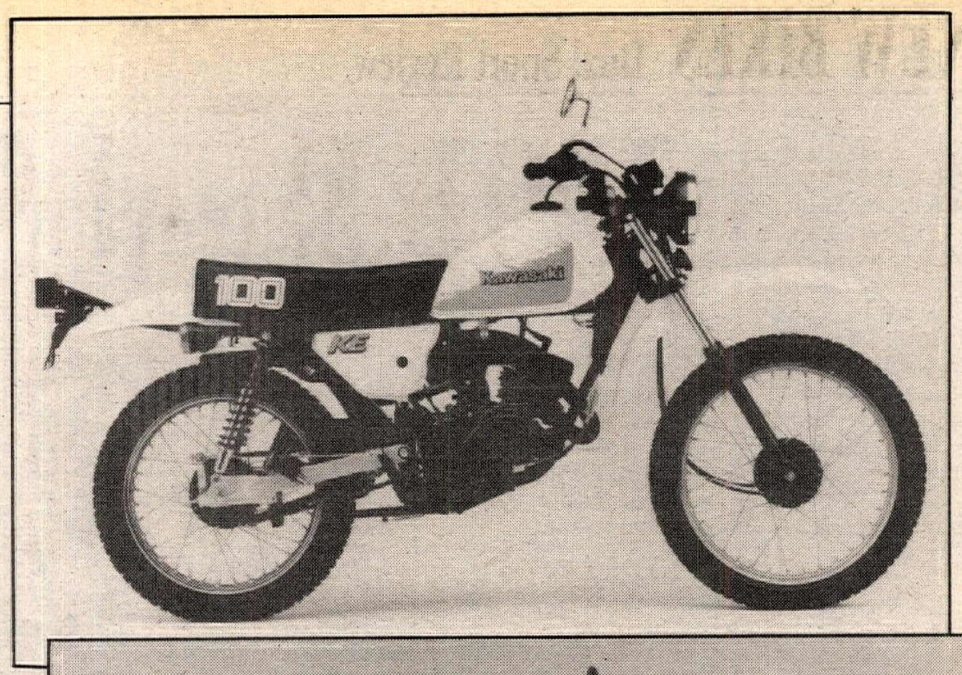


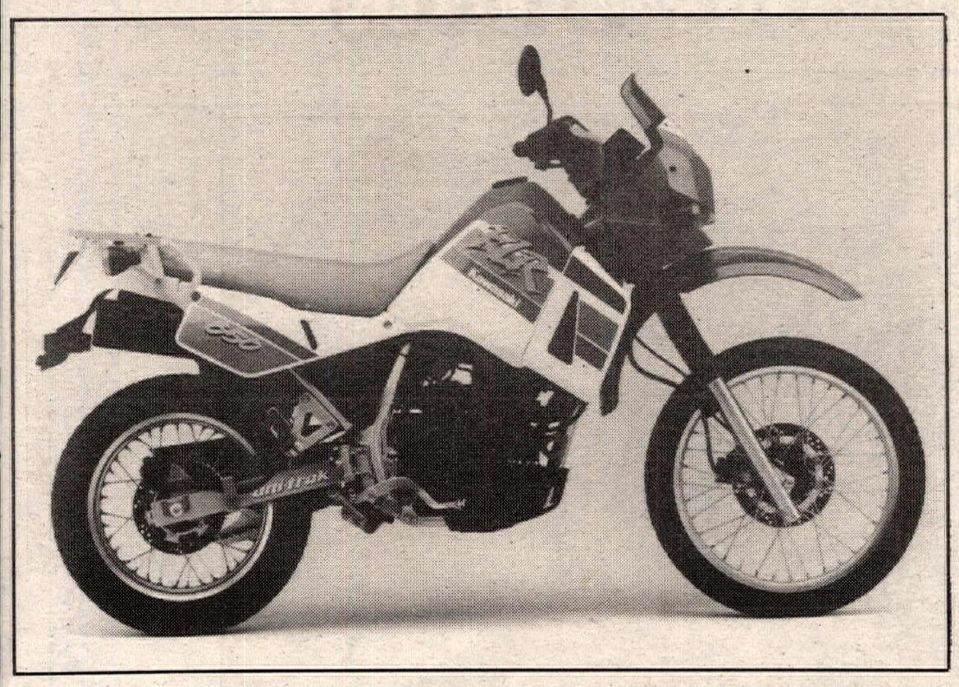
▲ Honda has abandoned its NX series of dual sport bikes for a single, more dirt oriented dual sport model — the XR250L. Simply put, the XR250L is basically a street legal XR250R. It features a 249cc air-cooled four-stroke single-cylinder motor, a 2.4-gallon gas tank, 10.2 inches of wheel travel at both ends, disc brakes, and has a claimed dry weight of 259.0 pounds. It has a suggested retail price of $3198.



Yamaha will offer two dual sport bikes in 1991, the XT350 (not shown) and the two-year-old electric start, single cylinder four-stroke XT600. Neither motorcycle features major changes for '91. The XT600 has a claimed dry weight of 331 pounds and a 3.43-gallon gas tank. The XT350 and 600 have suggested retail prices of $3499 and $4399. ▶

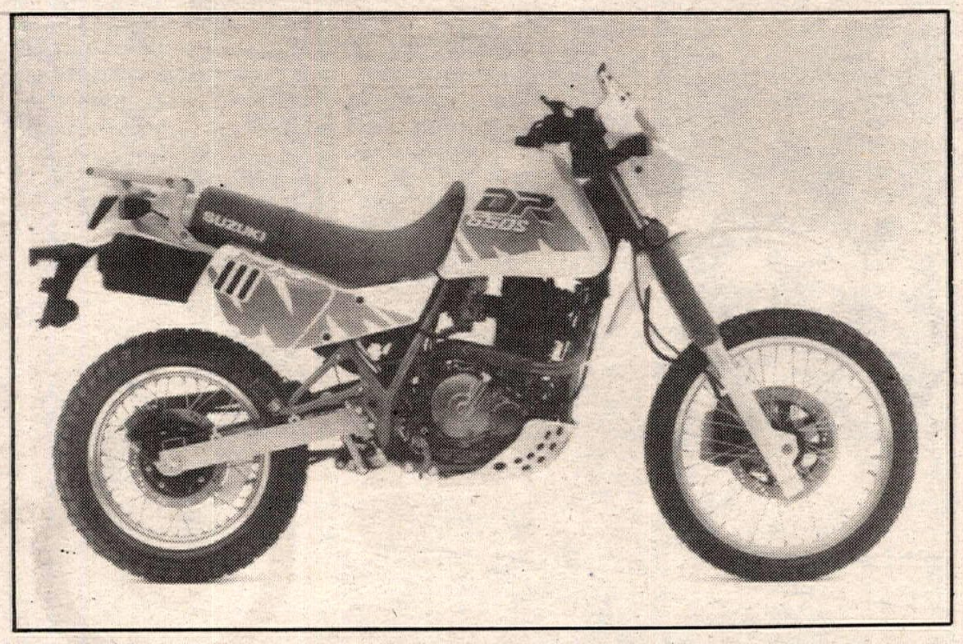
Three dual sport models are available from Kawasaki, the KE100, KLR250 and 650. The KE100 is designed for the entry level rider, with its low 31.7-inch seat height, tame single-cylinder, rotary-valve, two-stroke motor and $1399 price tag. The KE100 is street legal (except in California).



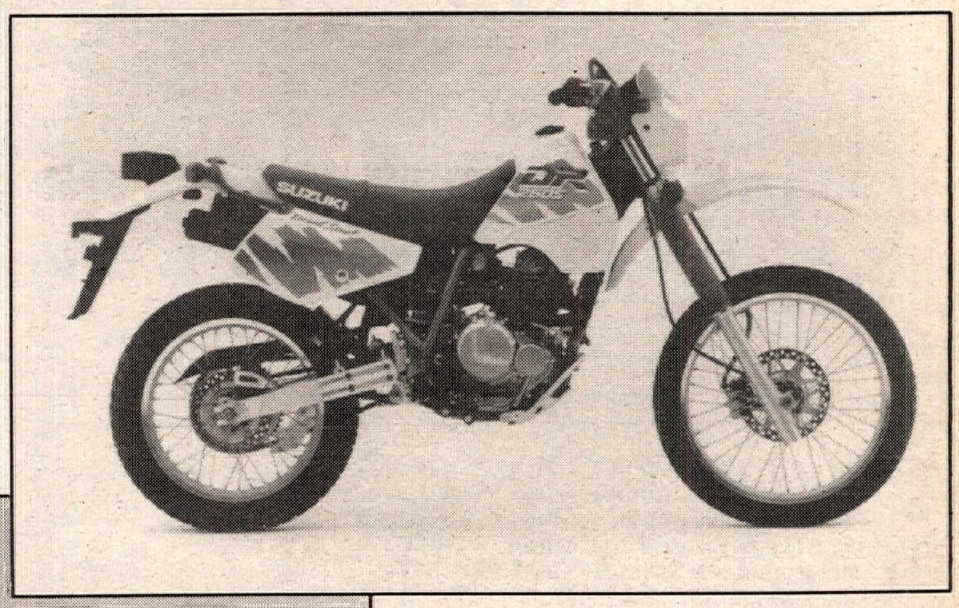


After its debut last year, the Kawasaki Tengai 650 has been dropped from Kawasaki's 1991 lineup, but the popular KLR650 is back for its fourth year. It sees little changes for '91, retaining its large 6.1-gallon gas tank, long travel suspension, electric start and a 651cc single-cylinder four-stroke motor. It has a claimed dry weight of 337.4 pounds. It has a suggested retail price of $3699.

The KLR250 features a 249cc, dual overhead cam, water-cooled, four-stroke single-cylinder motor, a six-speed transmission, more than nine inches of wheel travel at both ends, a 2.9-gallon gas tank and a claimed 258-pound dry weight. It retails for about $2949.



Suzuki's complete lineup of DR dual sport bikes is back for its second year: the DR250, 350 and 650S. Powered by a four-stroke single cylinder, primary kickstart motor, the DR650 holds 5.5 gallons of gas and its dry weight is claimed to be 335 pounds. It sells for about $3699.



The Suzuki DR250S features mostly cosmetic changes for 1991, as does the rest of the DR lineup.

The Suzuki DR350S, like the DR250S, boasts over 11 inches of wheel travel (front and rear), has a single cylinder four-stroke engine and a 2.1-gallon gas tank. The DR250 has a claimed dry weight of 258 pounds, the DR350, 260 pounds. The DR250 has a $3066 price tag, and the DR350 $3399.

NEW BIKES 1991 Kawasakis

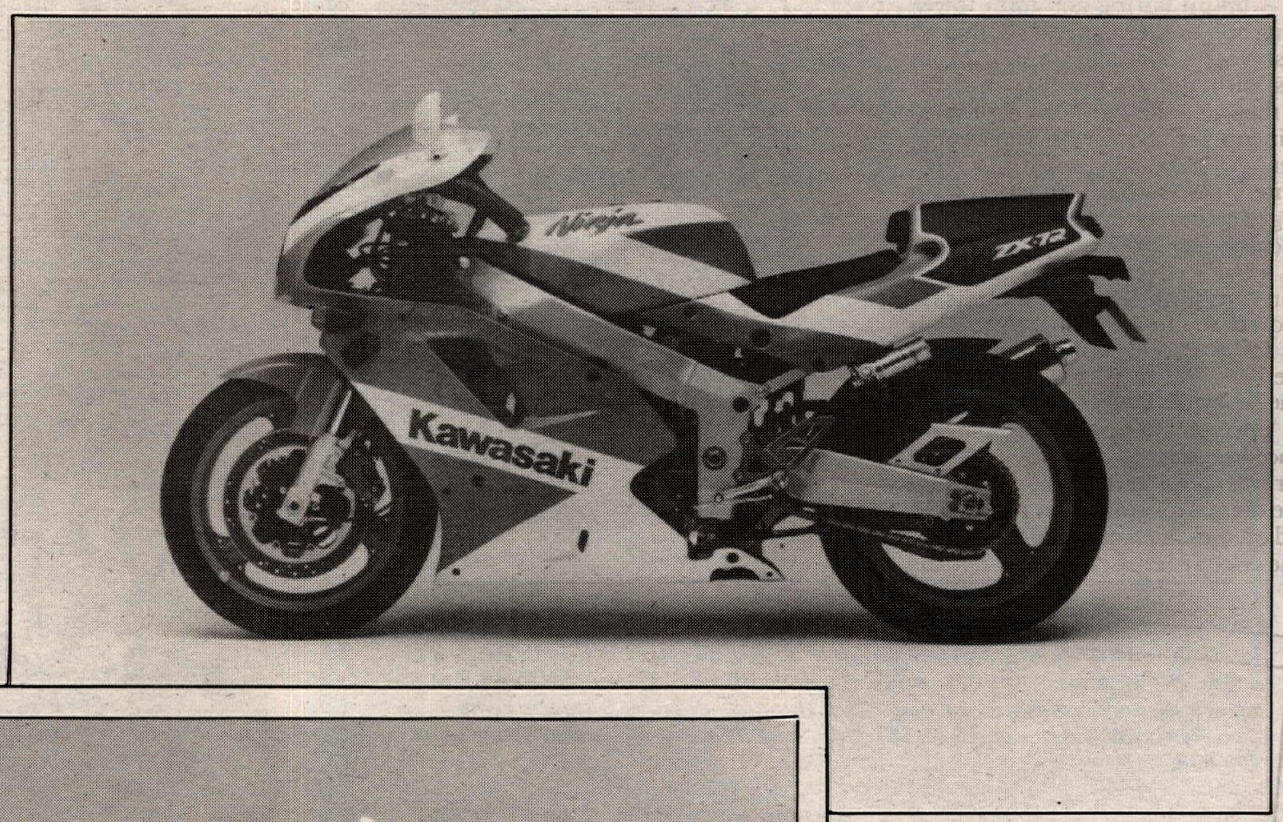
Race-ready ZX7R leads Kawasaki lineup

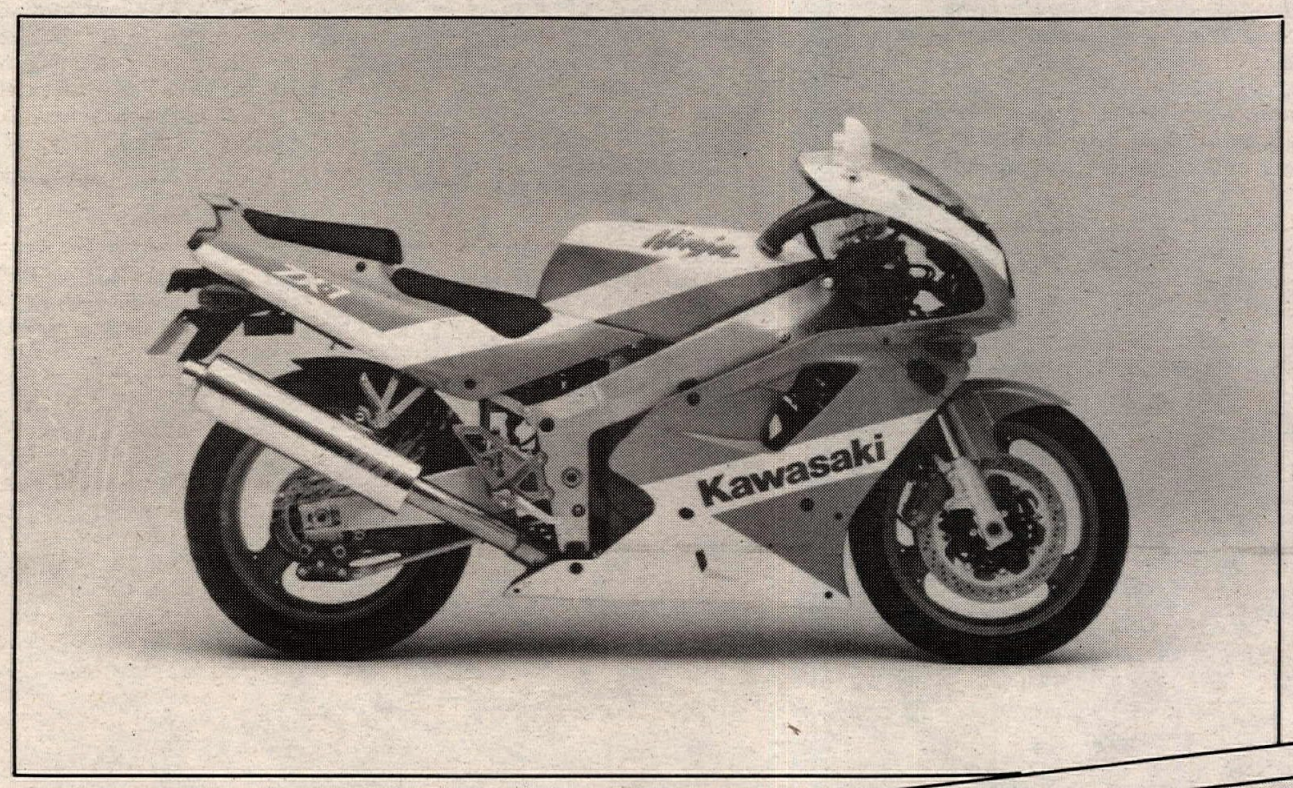
Kawasaki led the way in the 1990 AMA Superbike and AMA/CCS 750cc Supersport Series with its ZX7. For 1991 the bike that carried Doug Chandler and Scott Russell to those road race titles has been updated and leads Kawasaki's new model lineup. The radical, race-ready ZX7R highlights the '91 fleet, with the ZX7 receiving several modifications to improve performance as well.

But racing isn't everything at Kawasaki, as the all-new, entry-level HS250 and 750cc Zephyr reinforce Kawasaki's commitment to the Good Times theme of riding.

Kawasaki brings their race-proven technology to the street with the ZX7R. The all-new, limited edition 750cc machine is closely related to its ZX7 sibling, but equipped with several modifications to make it more suitable to the race track than the street.

Both machines feature in-line four-cylinder, DOHC, liquid-cooled engines tucked inside an aluminum frame. The R model has an increased compression ratio, hotter camshaft and Keihin FVK-D carburetors with accelerator pumps and fuel enricher to enhance engine performance. The R's frame also has a number of weight-reduction features, including a lighter rear subframe and aluminum fuel tank. On both models fresh air ducts from the redesigned, sleeker cowling direct air around the cylinder head, while dual oil pumps feed a liquid-cooled oil cooler.





(Above) Kawasaki's ZX7R comes race-ready with solo seat, high-performance engine and lighter weight. Only a limited number of the machines will be available for a suggested retail price of $8499. (Left) The standard ZX7 received many improvements such as inverted forks and an all-new engine with narrow valve angle to permit a large bore to accommodate larger valves. (Below) Kawasaki hopes to attract entry-level riders with the 250HS.

Both models are fitted with inverted cartridge forks, although the R model offers both compression and rebound damping adjustability, and more adjustments, over the ZX7's rebound and preload-only adjustability. The ZX7R also has more adjustability in the gas-charged rear shock.

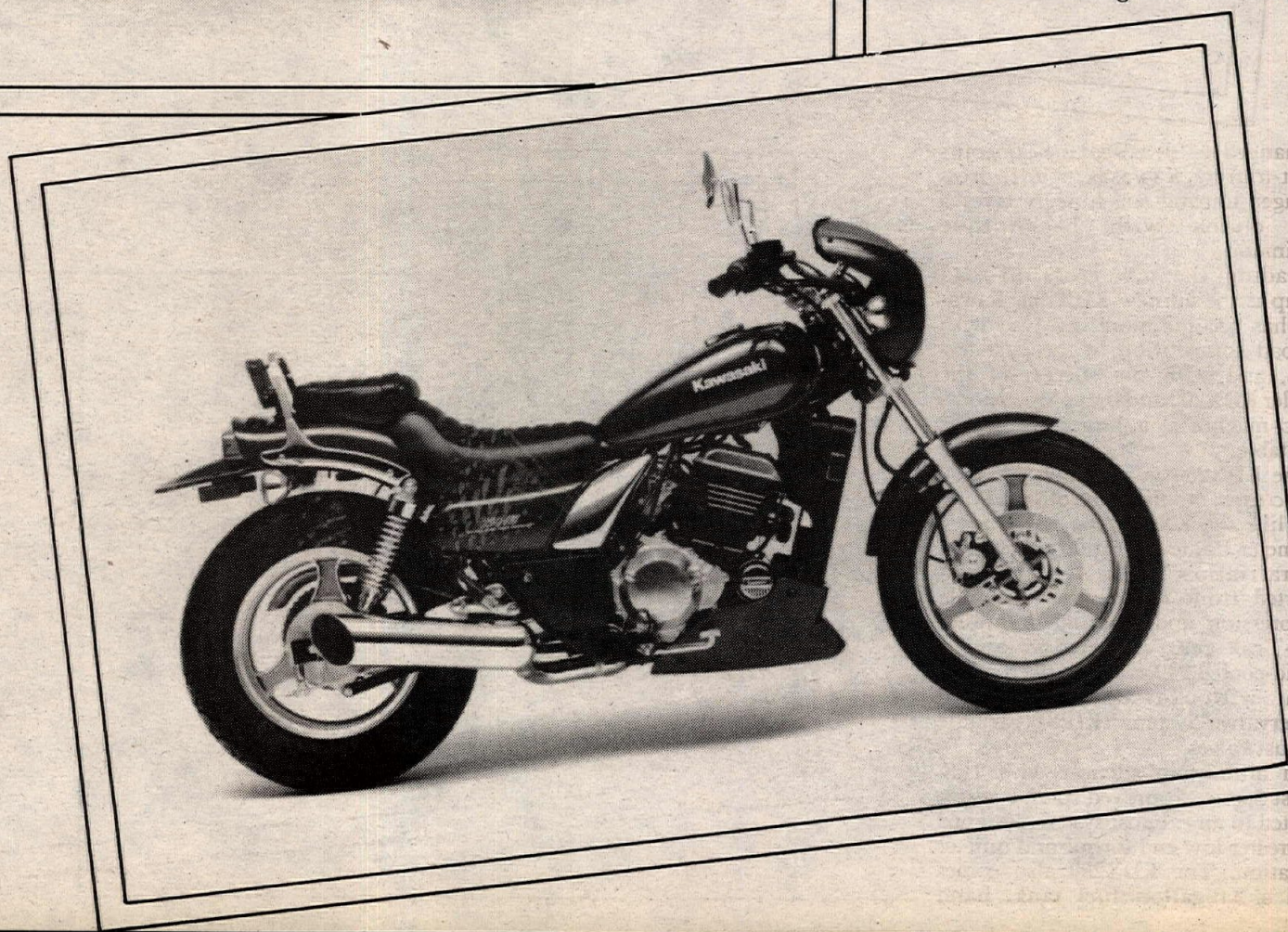
A six-speed transmission is found in both models, with the R receiving closer ratios. A new clutch contains more friction plates.

The R model's weight is further reduced with lighter tires and smaller battery, plus it has a single-rider seat.

One of the biggest differences between the two ZX7s will be availability. The ZX7R will be available in extremely limited numbers for $8499, significantly less than some of the other manufacturers' high-performance, race-ready machines. A greater number of ZX7s will sell for $6799.

Both the ZX6 and ZX11 return with new color schemes and one-piece cast aluminum handlebar for '91. The EX500 also has a new color scheme.

Kawasaki is taking aim at the entry-



level rider with the all-new 250HS, priced at $2999. Powered by an in-line, 248cc four-stroke twin, the HS features a claimed 324 lb. dry weight, 58.7-inch long wheelbase, 28.1-inch seat height and a low center of gravity to help make it more attractive to the beginning rider. A bikini fairing and mini lower cowling add to the standard styling.

Last year Kawasaki went back to basics with the Zephyr 550, and for 1991 they've added a 750cc Zephyr to the lineup for those who want more power. A 738cc air-cooled, DOHC, in-line four-stroke engine with enlarged cylinder head cooling fins sits in a classic-style double cradle frame with a wide steering angle. Clutch action on both Zephyr models is improved due to a redesigned friction plate for a smooth control of power to the 750's five-speed transmission.

The Zephyr 750, which has a suggested retail price of $4699, also has a maintenance-free battery, and an intake silencer was added to the airbox to reduce intake noise. Noise dampers can also be found on the clutch and chain covers.

The Vulcan cruiser lineup returns unchanged in '91, as does the Concours sport-tourer. Kawasaki's full-dress Voyager touring machine receives a new clutch with back-torque eliminator.

Leading the motocross/off-road lineup is the all-new KDX250. Kawasaki has become more involved with off-road competition in the past few years, and with the success of the smaller KDX200 and the competition's 250cc machines, a larger KDX was inevitable.

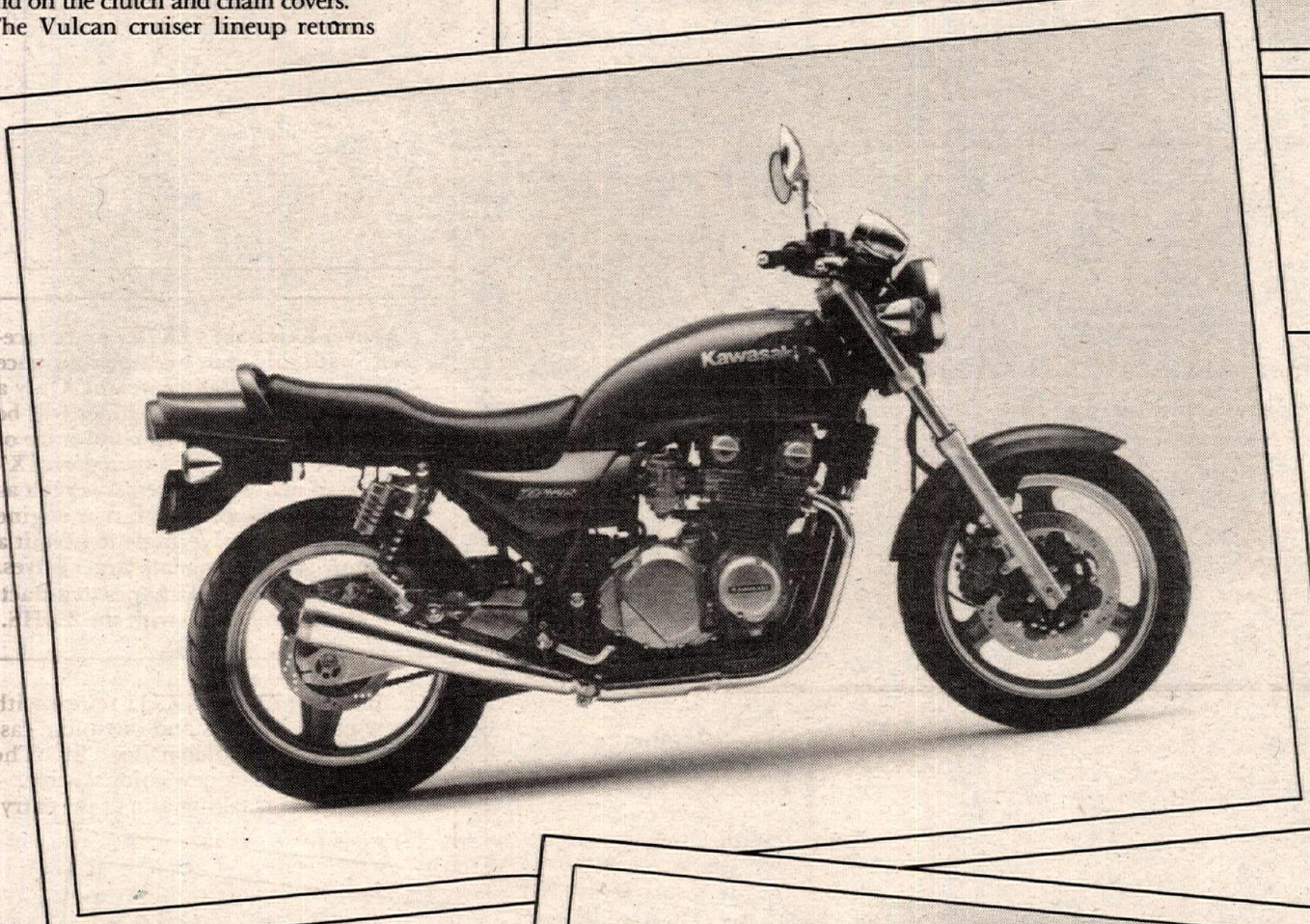
The KDX250 is basically a KX250 motocrosser modified for off-road use. Just like the KX250, the KDX has a perimeter frame for rigidity and mass centralization of weight, 43mm inverted front fork with adjustable compression and rebound damping, Uni-Trak rear suspension and a liquid-cooled 249cc two-stroke powerplant with Kawasaki Integrated Powervalve System (KIPS) variable exhaust valves.

An aluminum silencer with U.S. Forest Service-approved spark arrestor is fitted to an exhaust system designed for greater low-end torque and quieter operation. The KDX250 also comes with a 3.6-gallon fuel tank, hand guards and quick-change rear wheel. Suggested retail price is $3899.

The big news in the KX lineup is the KX80. Just like its big brothers, the 80 now comes with a perimeter frame and sleek styling. Revised cylinder porting is designed to give the KX80 more power. Kawasaki still offers a Big Wheel version for bigger riders.

Both the KX125 and 250 received similar improvements to the engine, frame, digital ignition and Uni-Trak suspension linkage, as well as new 43mm inverted forks. Those forks were also added to the KX500 as well as a recalibrated rear shock, improved brake discs and lighter rims.

No changes were made to the dual sport lineup, consisting of the KE100, KLR250 and KLR650. CN



(Top) The all-new KDX250 is basically a KX250 with a different exhaust system, spark arrester, large fuel tank and quick-change rear wheel. (Left) A 750cc Zephyr joins the 550cc model in going back-to-basics. (Below) The all-new KX80 received a perimeter frame just like its bigger brothers, the KX125 and 250.

MOTOCROSS Veteran's World Motocross Championship

Vet Pro class winner Rex Staten (1) rockets out of turn one ahead of Ron Turner (6), Troy Bradshaw (18) and the rest of the pack in the first moto.

After walking away with the 25-29 year-old Pro class win, Rick Johnson climbed aboard a 1974 Honda Elsinore and had fun dominating the 250cc-Up Vintage class.

Staten scores at Perris

By Nate Rauba and Tony Alessi

PERRIS, CA, NOV. 3-4

"We are beginning to command some respect," said 56-year-old Bob Millner between his 50+ Expert class motos at the 3rd Annual White Bros. Veteran's World Motocross Championship at Perris Raceway. "It seems more and more tracks are catering to older riders. We used to get the last races."

But this one weekend at Perris Raceway was devoted to nothing but veteran racing, and nearly 750 entrants over the age of 25 turned out for the two-day event. Several classes had multiple divisions, and qualifiers were required to thin the Vet Pro field. Riders came from all over the country, from as far away as New York and Alberta, Canada. Even 26-year-old multi-time Supercross and National Champion Rick Johnson came out to have some fun.

Having a good time is what the Vet World MX Championship is all about. Although the action on the track was often intense as riders competed for a share of $30,000 in contingencies or a portion of the $4000 Vet Pro purse from the event's 75 sponsors, the atmosphere the entire weekend was more relaxed than at a regular motocross.

"The day goes smoother," said promoter Goat Breker, who runs weekly races at the Perris facility. "The riders check the scoreboard more often and they don't fight over spots on the starting line. Even the girls who handle signup don't have as many problems."

It was the first race in many years for some riders, such as 58-year-old Lyle Ottele.

"I was hoping to see some of the guys I used to race with," said Ottele, a former desert racer who last competed in 1974. As Ottele rested in a small spot of shade created by his van following an exhausting first moto in 50+ Novice class, he said, "I'm not sure what I'm doing here now."

Camaraderie runs high among the older racers, and congratulatory handshakes were common between riders as they exited the course after a hard battle. After Vet Pro class winner Rex Staten got a hug and kiss from his wife following the final moto, his first concern was for rival Ron Turner, who had crashed hard right in front of Staten.

Turner couldn't touch Staten in the first moto as the 36-year-old former factory MXer grabbed the holeshot and maintained several seconds on Turner throughout the 10-lap moto. Dave Coupe held a distant third throughout the moto, well ahead of a fierce battle over fourth.

Canadian Zoli Berenyi Jr. won that battle after fighting his way past Troy Bradshaw and Brent Wallingsford, both of whom also fell to fifth-place finisher Jim Ellis. Wallingsford slipped to eighth at the finish, while Bradshaw was passed by Pete Murray on the last lap.

Coupe led early in moto two while Staten hung back in third behind Turner. When Staten saw Turner pass

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MOTOCROSS Veteran's World Motocross Championship

Congratulatory handshakes were a common sight as riders exited the track. Scott Kinnier (right) shows his appreciation to Randy Lester after they battled for sixth place.

John Anderson (33) couldn't hold off Tom Engel (8) in the second 25-29 Intermediate moto. Engel won both motos, while Anderson combined 4-2 finishes for second overall.

The Veteran's World MX Championship is as much a time to catch up on old aquaintances as it is for racing. Bob Millner (left) and John Huegel talk in the pits.

Coupe, he knew he had to make his move in order to stay with Turner if he was going to have a chance at the overall win, which paid a $500 bonus in addition to the purse.

"I had to get by, I didn't want to waste too much time," said Staten, who also won the inaugural event in 1988.

Not much time was wasted as just after he passed Coupe, Staten was virtually handed the victory when Turner crashed.

"His frame caught the ground and spit him off," said Staten. Turner was uninjured and regrouped to finish 15th.

From then on the only trouble Staten had was with glare from the setting sun and he picked up another $500, the amount given for a moto win. Coupe settled into second and finished well ahead of Ellis, while Murray came from behind to claim fourth.

It was no surprise that Rick Johnson dominated Sunday's 25-29 Pro class, but what was surprising was to see him aboard a 1974 125cc Honda Elsinore, borrowed from Vintage Iron, in the Vintage 250cc and Up Expert class. Johnson started third in the first moto behind Amateur class winner John Lundgren and leader Mike Federow and trailed Lundgren for a lap.

"He is real aggressive, I just moved over," said Lundgren.

Johnson then reeled in and passed Federow and rode away to the win.

Johnson grabbed the holeshot in moto two and led every inch of the way, throwing in a few old-style cross-ups for the fans.

"That was a lot of fun," said Johnson of his first-ever vintage ride. "It gave me something to do while waiting for the pro motos, plus I had a bet with Goat; he said he'd give me $100 if I won."

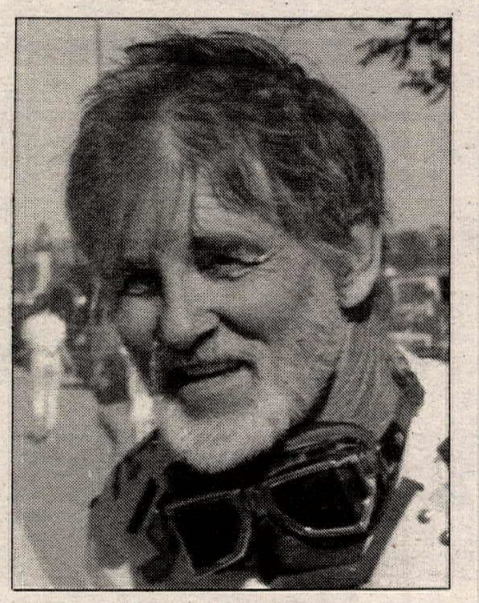
The Alberta Old Timer Motocross Club hauled 14 riders, bikes and equipment from Canada, and the pride of the club, Zoli Berenyi Sr., came away victorious both days in the 50+ Expert class by winning three of four motos. His only challenge came in his final moto on Sunday. After crashing in the back section of the track, Berenyi charged back from last to about a bike length behind winner Marvin Olsen at the finish.

"I hope I can still ride like that when I'm his age," said one 25-29 year-old novice racer who was waiting on the starting line for his moto to begin.

Berenyi will be a senior citizen at 60 next year. He rides with hands disfigured due to arthritis.

"One day we were working in the shop and he asked me to open the

Lyle Ottele hoped to see old friends at Perris. It was his first race since 1974.



door," said Niels Frederikson, vice president of the Alberta Old Timer MX Club. "I thought it was a joke until he told me he couldn't turn the knob."

"I just don't think about it (while riding)," says Berenyi. "I felt I was going faster with each lap, I would like to have raced for an hour each moto."

"He used to ride the Pro class in his youth, and after the races, when the rest of us were drinking beer and bench racing, Berenyi was still out doing practice laps, sometimes two-hour motos at a time," said Frederikson.

Brian Allen topped the first division of the 30-39 Intermediate class on Saturday, and was allowed to enter the 25-29 Novice Div. 1 event, which he won as well. Allen took the Intermediate class win after two motos of heavy battle with Randy Skinner. Frank Steiner won the first moto with a wire-to-wire run while Allen and Skinner fought to the checkered flag with Skinner taking second.

Skinner and Allen picked up their battle at the front of the pack at the start of moto two, but Allen appeared to have the better handling machine and inched away to the victory.

Allen mixed it up with Gus Bergquist, Steve Matlock and Ron Williams throughout the first 25-29 Novice moto with Williams squeaking out the win in the final laps. Allen came back to take the second moto by storm, while Matlock had a slamming match with Louie Peick.

"He ran into me about six times and finally I got mad, grabbed his jersey and pushed him out of the way," said Peick.

Matlock wasn't out for long as he charged back to second to finish ahead of Bergquist, Eric Torkko and Peick.

Arizona's Rick Nagle took home top honors in the Vet Expert class on both days. Nagle shook off a very-determined Tom White and Illinois rider Gary Peak the first day, then topped White again on day two.

Tom White, one half of the White Bros., was still a winner as he topped the 40-49 Expert class both days. Peak, who was his main competition, said, "I'm so aggravated that I couldn't at least beat Tom in one moto, but second is still sweet."

Steve Banning disappeared in Saturday's first moto for the first division of the 30-39 Intermediate class while George Kohler charged from out of the top 10 to finish second over Marc Crosby, Gary Sherohmand and Alan Olsen.

Tom Knapp led from start to finish in moto two while Banning picked himself up from a first-turn crash and blasted from last to second to secure the overall win. Olsen overcame crashes to finish third.

Bob Langin smoked the first moto of the third division of the 30-39 Novice class on Saturday and led the second moto as well with Greg Nelson pushing hard. However, Nelson crashed out of contention and Langin was able to cruise to the win.

FMF's Don Emler was another of the riders who hadn't raced for quite some time, in his case 18 years; he returned to action in the 30-39 Novice Division One class on Sunday. Mark Granberg ran away to the win in moto one over David Simon. But 39-year-old Emler, who finished ninth after stalling in the first moto, grabbed the holeshot at the start of moto two and stayed ahead of Granberg early in the five-lap moto. When Granberg got by he disappeared, leaving Emler to hold off Simon for second at the finish.

"That was a blast," said Emler. "I've

been missing a lot by not racing for so long. Now I have to race some more and get in shape. I want to win now!" CN

Results

SATURDAY

25-29 NOV D-1: 1. Brian Allen (Suz); 2. Steve Matlock (Yam); 3. Gus Bergquist (Suz); 4. Ron Williams (Kaw); 5. Eric Torkko (Hus).

25-29 NOV D-2: 1. Luigi Bariani (Yam); 2. Andy Guth; 3. Eric Beingesser (Yam); 4.Jeff Eary (Hon); 5. Tommy Brackens (Kaw).

25-29 NOV D-3: 1. Rick Richards (Kaw); 2. David Kirk (Yam); 3. Tony Alessi (ATK); 4. Andy Tresser (ATK); 5. Scott Highland (Suz).

25-29 INT: 1. Rob Engel (Hon); 2. Tom Engel (Hon); 3. Travis Brown (Kaw); 4. Paul Donnelly (Kaw); 5. Merle Hammer (Yam).

25-29 PRO: 1. Willy Musgrave (ATK); 2. Gary Sailors (Kaw); 3. Troy Ritchie (Hon); 4. Russell Ott (Tri); 5. Troy Bradshaw (Hon).

25-29 EX: 1. Tony Spear (KTM); 2. Larry Lawrence (Kaw); 3. James Canner (Yam); 4. James Gochmansky (Yam).

30-39 NOV D-1: 1. Mark Granberg (Kaw); 2. Randy Paulin (Hon); 4. David Burns (KTM); 5. Jerry Asher (Hon).

30-39 NOV D-2: 1. Jeff Haas (Hon); 2. Marc Prince (KTM); 3. Mark Fitzgerald (Suz); 4. Dee Tryon (Suz).

30-39 NOV D-3: 1. Bobby Langin (Hon); 2. Johnny Severin (Hon); 3. Kelly Franklin (Hon); 4. James Briggs (Hon); 5. Roy Knight (Kaw).

30-39 INT D-1: 1. Brian Allen (Suz); 2. Randy Skinner (Kaw); 3. J.S. Hanson (Hon); 4. Rick Richards (Kaw); 5. Robert Hedland (Hon).

30-39 INT D-2: 1. Steve Banning (Hon); 2. Mac Crosby (Yam); 3. Alan Olson (Hon); 4. Tom Knapp (Hon); 5. John Adams (Hon).

VET PRO 30-39: 1. Dave Coupe (Hon); 2. Rex Staten (Hon); 3. Zoli Berenyi, Jr. (Hon); 4. Brent Wallingsford (Kaw); 5. Steve Wiseman (Kaw).

30-39 EX: 1. Rick Nagle (Hon); 2. Tom White (Hon); 3. Gary Peak (Yam); 4. Dale Bohm (Yam); 5. Gary Winters (Hon).

40-49 NOV: 1. Graeme Heath (Hon); 2. Gale Webb (Hon); 3. Thomas Ciancitto (Yam); 4. Dennis Prescott (KTM).

40-49 INT: 1. Dennis McAdam (Yam); 2. Rusty Spencer (Yam); 3. Scott Forward (Kaw); 4. Lyle Miller (Kaw); 5. Leroy Smith (Hon).

40-49 EX: 1. Tom White (Hon); 2. Jim Lamkin (Hon); 3. Ken Ratzloff (Hon); 4. John White (Hon); 5. Buster Lawrence (Yam).

50+ NOV: 1. Dempsey Billey (Hon).

50+ INT: 1. George Spearking (Hon); 2. Bob Richard (Yam); 3. Richard Bealer (Yam); 4. Al Smith (Yam); 5. Buzz Moeller (Hon).

50+ EX: 1. Zoli Berbenyi (Hon); 2. Marvin Olson (Yam); 3. Chuck Minert (Hon).

SUNDAY

25-29 NOV D-1: 1. Robert Sheldon (Kaw); 2. Frank Lowers (Hon); 3. Gus Bergquist (Suz); 4. Rodney Fowler (Hon); 5. Eric Beingesser (Yam).

25-29 NOV D-2: 1. David Kirk (Yam); 2. Darren Clifford (Yam); 3. Marc Bourbeall (Suz); 4. Ed Vitelli (Suz); 5. David Barlow (Kaw).

25-29 NOV D-3: 1. Andy Tresser (ATK); 2. Tim Wahlberg (Kaw); 3. Tony Alessi (Hon); 4. Tommy Beackens (Kaw); 5. David Figueroa (Hon).

25-29 INT: 1. Tom Engel (Hon); 2. John Anderson (Hon); 3. Rob Engel (Hon); 4. Philip Wurster (Hon); 5. Merle Hammer (Yam).

25-29 EX: 1. Tony Spear (Suz); 2. Larry Lawrence (Kaw); 3. Kenny McKenzie (Suz); 4. Mike Baker (Yam).

25-29 PRO: 1. Rick Johnson (Hon); 2. Willy Musgrave (ATK); 3. Juan Benevidez (Suz); 4. Rusty Ott (Hon); 5. Troy Ritchie (Hon).

30-39 NOV D-1: 1. Mark Granberg (Kaw); 2. David Simon (Yam); 3. Ray Pisarski (Hon); 4. Mike Skelton (Hon); 5. Don Emler (Kaw)).

30-39 NOV D-2: 1. Dave Burns (KTM); 2. Jack Phinn (Kaw); 3. Dave Ivory (Hon); 4. Jeff Young (Hon); 5. Greg Pagan (Hon).

30-39 NOV D-3: 1. Angelo Morgan (Kaw); 2. Chris Burgeson (Yam); 3. Kelly Franklin (Hon); 4. Greg Nelson (Kaw); 5. Jim Diyorio (ATK).

30-39 NOV D-4: 1. David Zahrt (Hon); 2. Brad Anderson (Kaw); 3. Jim Peters (Hon); 4. Randy Minter (Yam); 5. Johnny Severin (Hon).

30-39 INT D-1: 1. John Thompson (Hon); 2. Robert Sheldon (Kaw); 3. J. Hanson (Hon); 4. Jim George (Suz); 5. Marc Crosby (Yam).

30-39 INT D-2: 1. Larry Nannenga (Yam); 2. David Sarian (Hon); 3. Brian Allen (Suz); 4. John Adams (Hon); 5. Michael Gibson (Hon).

30-39 EX: 1. Rick Nagle (Hon); 2. Bill Foy (Suz); 3. Tom White (Hon); 4. John Volk (Hon); 5. Victor Paskus (Hon).

30-39 PRO: 1. Rex Staten (Hon); 2. Dave Coupe (Hon); 3. Jim Ellis (Hon); 4. Pete Murray (Suz); 5. Zoli Berenyi (Hon).

40-49 NOV: 1. Gary Phillips (Hon); 2. Manuel Serrano (Yam); 3. Ron Cushinski (Hon); 4. Dennis Holland (Yam); 5. Graeme Heath (Hon).

40-49 INT: 1. Leroy Smith (Hon); 2. Lyle Miller (Kaw); 3. Jim Keeton (Hon); 4. Niels Frederiksen (Kaw); 5. Bob Dunham (Yam).

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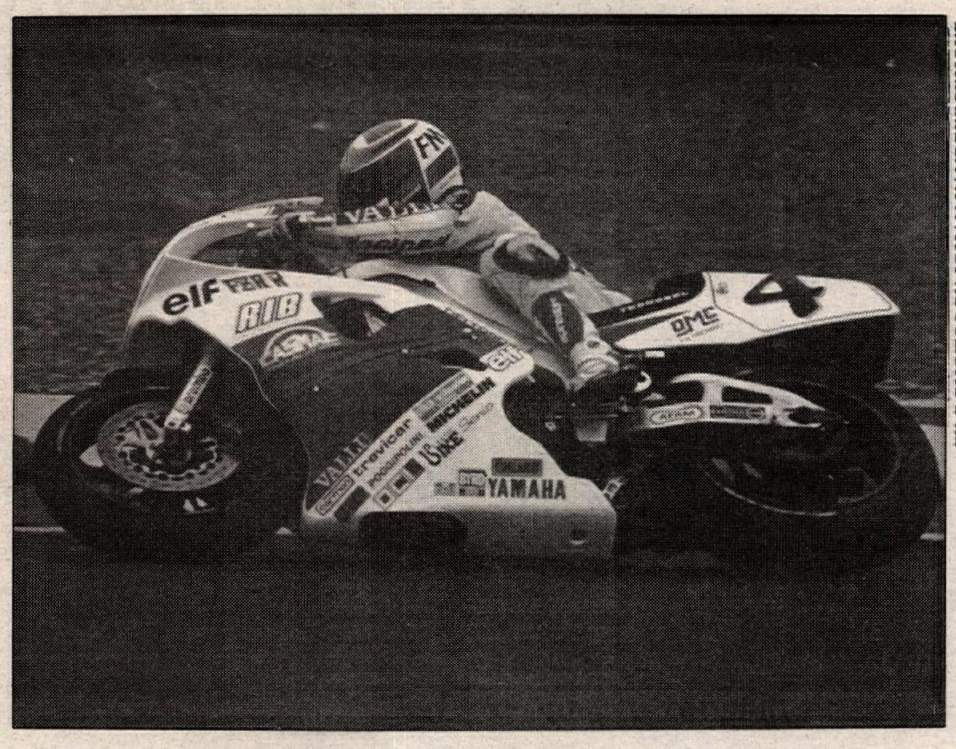
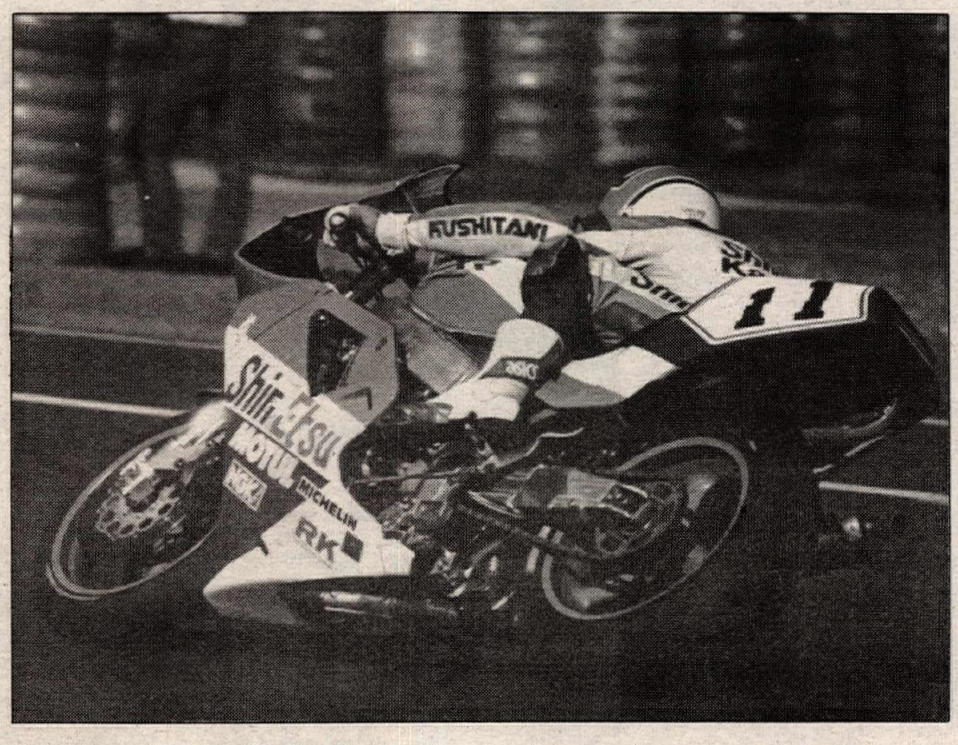


FILE PHOTOS BY JOHAN VANDEKECKHOVE

Italian Fabrizio Pirovano won both legs of the Malaysian World Superbike round at Shah Alam and moved into second in the championship chase.

Australian Rob Phillis had his best outing of the series to finish second in both legs behind Pirovano. An estimated 29,000 spectators watched the action.



Pirovano shines in Malaysia

By Bruce Newton

SHAH ALAM, MALAYSIA, NOV. 4

Fabrizio Pirovano, a stalwart superbike competitor, fast but rarely regarded as the class of the field has turned the form book on its head by continuing his winning run in the World Superbike Championship.

The Pirovano Racing Team-STO Yamaha OW01 rider was unbeaten in round 11 at the newly-refurbished Shah Alam circuit outside Kuala Lumpur, with Australian Rob Phillis — another name until recently not usually seen this far up the field — putting in two harrying rides to miss out on the win in each race by a mere 0.57s on the Team Shin Etsu Kawasaki International ZXR750.

Both 26 lap races were tense, absorbing battles for the 29,000 spectators, although with a meager 24 bikes on the grid the races lacked depth.

Pirovano's two wins boosted him above Stephane Mertens and into second place in the championship by one point, although he is still 62 points down on championship leader Raymond Roche. The Belgian and Frenchman both claimed a third and fourth, and Brit Rob McElnea scored two fifths to move past an absent Fred Merkel into fourth in the standings.

Pirovano's third and fourth consecutive wins established a World Superbike Series record, leaving him with a faint sniff of the championship. For Phillis it was by far and away his best ride of the year, with the 34-year-old showing the form that has made him a star in Australia and leaves with a chance of finishing as high as fourth in the championship.

Qualifying

From what started out as a very strong entry list, the Malaysian round ended up with a rather light final field. Out were championship regulars Merkel and his Rumi/RCM teammate Baladassarre Monti, the Italian team electing to save its money for next year rather than make the expensive trip south, while Jamie James' short tenure as a factory Ducati rider was over. Other potential stars such as Australians Daryl Beattie, Scott (brother of Mick) Doohan, Aaron Slight, Japanese F1 ace Kenichiro Iwahashi and many other lesser lights didn't make the trip.

Into the field came some good names, though; Australian Malcolm Campbell on his Citizen Honda, GP hopeful Peter Goddard on a brand new factory OW01 decked out in Marlboro Yamaha Dealer Team colors, fellow Australian Michael Dowson and Takshiro Sohwa both on factory-built Team Shin Etsu Kawasaki ZXR750s.

Those few championship regulars who did make the journey were rewarded for their efforts by finding themselves in a beautiful country which offered both a warm climate and warm welcome from its people. Just as importantly, in the newly-refurbished 2.17-mile Shah Alam circuit they found an impressive facility, safe, smooth and fun to ride if just a tad tight for some tastes.

The main concern was the weather. This is the rainy season in Malaysia and the weather had regularly been clouding over in the afternoons during the week with occasional torrential rainstorms. As the serious business of practice and qualifying got underway though, the weather became less predictable. On Friday it was wet for the morning session and dry in the afternoon, for qualifying it was dry all day.

It was Phillis who was the star throughout, fastest by three seconds in the wet and second to Roche in the afternoon, the two well clear of anyone else. Come Saturday and Phillis was simply unbeatable. He headed both sessions, clocking eight sub one-minute, 30-second laps — a 1:29.58 to knock Pirovano out of second place at the close, the Italian setting a best time of 1:29.79.

Phillis was riding at his best, his pole time a massive 4.31 seconds under the superbike lap record. His confidence was high after his excellent performance at Monza and the Phillip Island (Australian Championship round) win before that.

"He's made the progression throughout practice as he should," explained Team Manager Peter Doyle. "His confidence is high and the bike and he are suited to this circuit. The Kawasaki makes pretty good midrange power and steers really well. Also, of course, everyone's on equal ground here, Rob isn't learning the circuit while everyone else already knows their way around."

Indeed, Phillis had been testing at the circuit as early as Monday while many others — including Roche — had not got out until Friday.

Phillis' own assesment was much less analytical: "I just want to win one race."

Roche, engrossed in his attempts to wrap up the title was unconcerned about Phillis: "If he wins I am happy, I will ride my own race. But if I stay with him I can win."

McElnea completed row one on the 4-4-4 500cc Grand Prix-style grid, despite a crash in session one when he ran off into the mud, and losing half of session two while his Loctite Yamaha was repaired. McElnea arrived at the meeting with a nicely scabbing left elbow thanks to two crashes at Brands Hatch, and managed to scrape up the right elbow with this crash.

Goddard, using Japanese Dunlops, headed row two after a couple of days spent dialing the new factory bike in. The Aussie was hoping he'd have a tire advantage over the predominantly Michelin-shod field with this circuit being very hard on front tires.

Mertens, after sitting fourth after the first session, was one of the few riders not to improve in the afternoon thanks to carburetion problems. Terry Rymer was seventh after battling some severe suspension problems early on, while Campbell rounded out row two after a drama free qualifying day. Michelin had presented him with a soft front tire pre-scrubbed by Kevin Schwantz for the second session and although he was able to improve, the Tasmanian was 1.52s off Phillis' pole lap.

Race one

A two-man war throughout, the first race was fought out in stiffling hot 33-degree conditions that had every rider gasping for breath and pink in the face afterwards, and many declaring it was the hardest race they had ever contested.

In terms of an evenly-matched contest it was also one of the best of the year with Pirovano and Phillis never separated by more than a few 10ths. At the flag it went the Italian's way by just 0.3s.

The Yamaha rider had led most of the way, just pinching the holeshot from Phillis after perhaps the most bedraggled start of the year.

Phillis had the edge through the tighter sections, Pirovano on initial acceleration. They seemed relatively even under brakes and so they went at it for the entire distance. "It was hard but it was completely fair," was how Pirovano summed it up.

Phillis tried him under brakes several times, once at the final corner, twice more at the left-hand Lucky Strike loop, each time losing the lead straight away, and so it went on. Desperately close, as tense as it was exciting, their times consistently in the 1:29 bracket.

With laps running down, the Kawasaki rider finally made a passing move stick and managed to lead onto the front straight as they started the last lap, but the Yamaha's leap from the corner got Pirovano alongside under braking for Pit Corner and he held on for the win, triumphantly greeting the checkered flag first for the third time in succession.

"I was going to have a go on the last lap but I just couldn't do it," gasped Phillis, having nearly collapsed after the race before dowsing himself under a cold shower.

Behind them the championship battle had been developing as Roche came through from his usual poor start (eighth) to take Mertens for third on lap nine, the two of them inching up on the leading duo. But then the Ducati's rear brake lever assembly broke, leaving the lever trailing on the ground and he quickly dropped back, albeit still safe in fourth.

That left Mertens free to claim t final rostrum position, his only problem being high water temperature. McElnea and Goddard rounded out the top six, the former making his now traditional horsepower lament, while Goddard had found his Dunlops struggling in the early laps until the fuel load lightened. The two of them were just 1.1 seconds apart at the finish.

Rymer had been right in the thick of the action early, running as high as fourth until second gear sheared, leaving him to just fend off Campbell at the checkered flag for seventh place. Finn Jari Suhonen, who'd been right with Campbell until tiring in the heat at the halfway mark, just held off Australian Marlboro Yamaha Dealer Team rider Rene Bongers who was one of the main victims of the shambolic start.

Race two

If the race one start was bad then the second one was worse. Tension was understandably high, though, as several turns had been doused with oil by the preceding sidecar race and the start was delayed an hour while inspections were made.

The weather had finally broken too, a huge shower dousing the circuit between the races. But it was dry when the field fronted for the race. Obviously, the "witch doctor" hired by the circuit for the weekend was doing the right thing.

The race was already reduced to 24 laps when the green lights flashed, but Campbell and Rymer had creeped past the front row by then and the red flag came out as they went around for the first time. There followed a heated and lengthy debate amongst the officials and some team managers who wanted time penalties rather than the red flag. Finally the restart was made, the race now reduced to 23 laps.

Once it did eventually get underway, the race was very similar to the first, only that Phillis was fifth after the end of the first lap and impressively passed Goddard, Rymer and McElnea on lap two to take second. This time Roche joined the lead battle after 10 laps after being 10th on the first lap. But with Mertens safely behind him he was looking for a finish above all else and never rose any higher, although a brilliant 1:28.97 lap broke the record and indicated just how potent a threat he is.

Phillis once again took the lead several times, but Pirovano was always able to hit back immediately: "The guy weights 60 kilograms wringing wet," explained Phillis afterwards. "His bikes are fast and he rides well. With a weight advantage like that he's hard to beat on a circuit like this. He could get alongside me to outbrake me into turns but I had to do desperates."

So it was Pirovano again, this time by 0.27s, with Roche wheeling across the line a further 1.42 seconds back.

Mertens pinched fourth from McElnea on the last lap, the Belgian first having to shake off Goddard's pursuit, the Australian eventually sixth and Rymer — using the team's spare engine with gear ratios he didn't like — seventh. Suhonen, initially fined a minute for jumping the start but then reinstated after a look at the television replay, came out of a race-long battle with Campbell ahead, the latter complaining about a lack of midrange from the Honda but also complimenting the Finn's riding, with Bongers rounding out the top 10. CN

Results

QUALIFYING: 1. Rob Phillis (1:29.28); 2. Raymond Roche (1:29.59); 3. Fabrizio Pirovano (1:29.79); 4. Rob McElnea (1:30.13); 5. Peter Goddard (1:30.27); 6. Stephane Mertens (1:30.29); 7. Terry Rymer (1:30.47); 8. Malcolm Campbell (1:30.84); 9. T. Sohwa (1:31.02); 10. Jari Suhonen (1:31.26).

RACE ONE: 1. Fabrizio Pirovano (Yam); 2. Rob Phillis (Kaw); 3. Stephane Mertens (Hon); 4. Raymond Roche (Duc); 5. Rob McElnea (Yam); 6. Peter Goddard (Yam); 7. Terry Rymer (Yam); 8. Malcolm Campbell (Hon); 9. Jari Suhonen (Yam); 10. Rene Bongers (Yam).

RACE TWO: 1. Fabrizio Pirovano (Yam); 2. Rob Phillis (Kaw); 3. Raymond Roche (Duc); 4. Stephane Mertens (Hon); 5. Rob McElnea (Yam); 6. Peter Goddard (Yam); 7. Terry Rymer (Yam); 8. Malcolm Campbell (Hon); 9. Rene Bongers (Yam); 10. James Knight (Kaw).

Fastest Lap: Raymond Roche, 1:28.97, 87.928 mph.

WORLD C'SHIP POINT STANDINGS: 1. Raymond Roche (346); 2. Fabrizio Pirovano (284); 3. Stephane Mertens (283); 4. Rob McElnea (199); 5. Fred Merkel (197); 6. Rob Phillis (187); 7. Baldassarre Monti (149); 8. Terry Rymer (114); 9. Anders Andersson (101); 10. Giancarlo Falappa (94).

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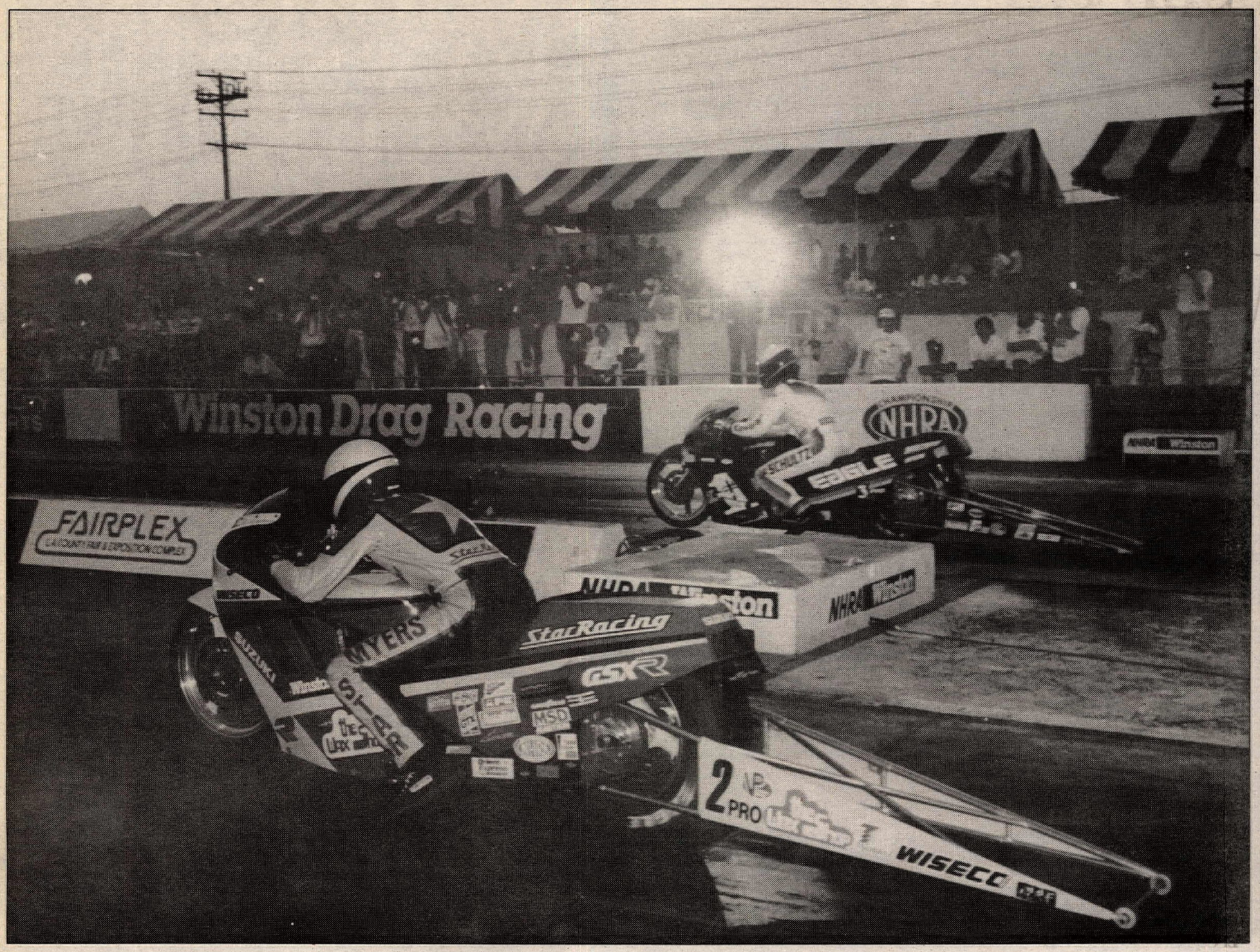
DRAG RACE NHRA Winston Championship Drag Race Series: Final round



The top two riders from the 1990 season met in the final race of the year in Pomona with John Myers beating David Schultz; it was Myers' fifth win of the season.

Myers smokes 'em in Pomona

By Todd Veney

POMONA, CA, OCT. 25-28

By any measure — National rank, qualifying preformance, or career wins — the last round at the last drag race of the year theoretically should be contested between the top two riders of that year.

At the season-ending NHRA Winston Finals at the Los Angeles County Fairplex, for once, it actually happened. The mechanical malfunctions and critical mental breakdowns that riders in all forms of racing are susceptible to didn't sideline either of the sport's premiere racers in the preliminary rounds of eliminations.

John Myers and David Schultz — the top — and second-ranked riders in the country, the number one and number two qualifiers at the race, and the winningest and second-winningest active racers — met in an appropriate final. And, fittingly, the number one rider, newly crowned 1990 NHRA Champion Myers, won.

Myers, who won more NHRA races this season (five) than all other riders combined, automatically beat Schultz, the only other rider to win more than one in the eight-round series, when Schultz disqualified himself by leaving the starting line before the "Christmas Tree" starting system was activated.

Schultz's "red light" foul invalidated what might have been a winning 7.89-second/170.48-mph pass. Myers officially won the race by default with a slower 7.93/170.26, one of his worst runs of the four-day event.

Of course, Myers probably would have run quick enough to win outright had his concentration not been thrown off by the red glare cast by Schultz's anticlimactic foul. Myers, like teammate George Bryce and the rest of their fist-waving Star Racing pit crew back at the line, knew the race was over and wanted to start the celebration right away — on the run.

"I actually thought about waving to the crowd," said Myers, well aware that he was racing before more than 50,000 fans, the biggest crowd of the year. "I finally decided against it because I didn't think NHRA officials would have been pleased. But by then I'd already missed the third-gear shift point."

The over-revving was one of Myers' few on-track blunders this season and one he can easily afford, having mathematically clinched the Championship a month earlier with a Heartland Nationals victory at the new supertrack in Topeka, Kansas.

Myers was racing at the finals merely to pad his already untouchable points lead and to reset the track records he established in 1989, when, as a rookie, he defeated Schultz in the final.

Suzuki-powered Myers qualified number one again this time, but at a pace (7.81/172.08) nearly a 10th of a second slower than last yer, something that almost never happens in stright-line racing. Times were off for two reasons; power-sapping heat and a greasy track.

Bryce, like the other crew chiefs in the pits, found Pomona Raceway to be exactly what it is 50 weeks a year: the edge of a parking lot for the Los Angeles County Fairplex. Oil spewed from the failing engines in dragsters funny cars racing at the same event kept E.T.s (elapsed times) in the relatively slow 7.9-second range on race day.

Myers covered the quarter-mile in 7.94/170.42 in the first round and crossed the finish line more than a second ahead of rookie Gary Moreno; in round two he clocked a 7.92/169.90 to beat Steve Johnson's Slick 50-backed Kawasaki Ninja ZX7, which broke.

Schultz stomped C.J. Smith and outgoing NHRA Champion "Pizza John" Mafaro in the opening rounds with runs of 7.90/169.87 and 7.88/170.26. Mafaro's disappointing loss left the five-time 1989 winner without a single win or final-round appearance in his '90 Championship defense.

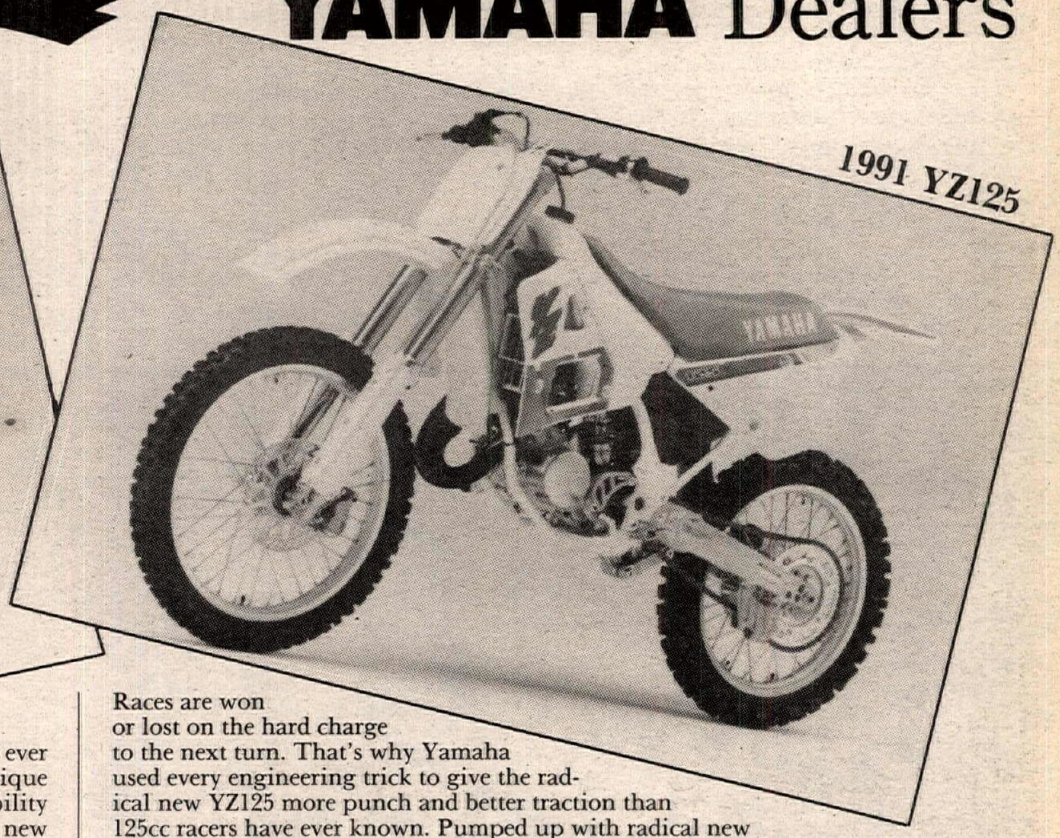
Schultz remained consistent in the next round, the semi finals, clocking a nearly identical 7.87/170.87 to eliminate number six qualifier Keith Gray, who rides a Suzuki GSXR prepared by Bryce's Star Racing. In the other semi final match, Myers took Bryce's own GSXR to the quickest run of eliminations, a 7.85/170.90 win over Ron Ayers.

The only other interesting development in the preliminary rounds was the return to the seat of Byron Hines, the mastermind who powered Terry Vance to more drag racing victories (including 24 in NHRA competition) than any other rider. Hines, riding himself for one time only on the Suzuki GSXR Steve Meiterman crashed at Topeka, was racing for the first time since a wreck in Fremont, California, in 1987.

Hines qualified fourth, but he wandered toward the centerline in the first round and had shut down to avoid hitting a pylon at 90 mph. "I chickened out," Hines said. "The bike was pulling hard to the left, and the last time I tried to tug one back to my lane, I left a skid mark on the track." CN

SEE THE 1991 MOTOCROSSERS at these YAMAHA Dealers

1991 YZ80



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NEW BIKES 1991 ATKs

ATK releases '91 two-strokes

ATK has released their 1991 two-stroke motocross and off-road machines that feature modifications to improve power delivery, suspension performance, braking and chain adjustment.

There are two versions of the 250 and 406cc two-stroke off-road machines, the MX and Cross Country models. Both share the same improvements, but the Cross Country models have different porting and suspension valving more suitable to cross-country and enduro events, plus come with head and taillights, larger fuel tank, spark arrester and skid plate.

Highlighting the improvements is a new swingarm chain adjustment system. In the past, chain tension was handled by eccentric cams that are part of ATK's Chain Torque Eliminator system, but now the rear axle can be moved as well to allow for sprocket changes. The eccentric adjusters are still in place for quick chain adjustments.

406 Cross Country

To keep the chain in place, the chain guide has been reinforced with an aluminum stiffening plate with an extra bracket on the underside of the swingarm.

ATK has fitted Mikuni's New Concept TMX carburetor with a triple taper needle. This design eliminates the pilot jet to give the proper jetting at all altitudes for better throttle response from idle to redline.

A new reed valve designed to seal more positively is also incorporated for better throttle response. New reed material is used for increased durability.

These improvements feed the engine through updated cylinder porting designed to give more power over a wider range. ATK also has 20% more silencer packing material to reduce noise.

250 MX

ATK claims to have reduced engine vibration by 50% by redesigning the head stay. It's now sturdier and helps to strengthen the frame.

At the countershaft rear disc brake, ATK has fitted Carbon Metallic R pads to increase both pad and disc life while improving the feel of the brake. These pads deposit carbon onto the cast iron disc to produce a glassy finish which is impervious to mud, dirt and grit. The disc guard has also been improved.

Both the front and rear suspension have been revalved for a plusher ride.

The suggested retail prices of the 250MX is $4250, while the 406MX will sell for $4290. Several options, such as skid plates, spark arrestor and optional shock and fork springs are also available at an addition charge. Some of those same options are also available for the Cross Country models, which sell for $4300 for the 250cc model and $4395 for the 406cc machine.

ATK's four-stroke 350 and 604 won't be available until early 1991. There will be MX, standard and cross country models, with electric start available on some models. CN

ROAD RACE Suzuki Cup

Continued from page 10

Hall and Martin rounded out the top five in the first heat.

The second heat was even more of a surprise. Pottstown, Pennsylvania, rider Bruce Baldus came out of nowhere to beat Turkington and Smith. Baldus, who had not won a Suzuki contingency race all season, is best known for his ability as an endurance racer for Hall 'N Still Racing.

"I always knew I could run with those guys if I had a chance," said Baldus. "The funny thing about it was I was riding conservatively."

Pole-sitter Rentzell led the first lap of the final on his Forbes Racing Suzuki, but Smith moved around the Tennessee racing veteran going into turn one. Hall didn't want to let his teammate get too far away and with an aggressive pass in turn five on Rentzell, he moved into second.

Rentzell was trying desperately to keep pace with the leaders, but he was still recovering from a shattered elbow and began to fatigue.

After another two laps Hall had moved into the lead ahead of Smith as Turkington and Wright got by the fading Rentzell. Baldus got his Suzuki completely sideways coming on to the back straight early in the race and lost the draft of the leaders. In the process of trying to catch up he wore out his tires and had to temper his pace.

At the halfway point, Hall, Smith and Turkington ran nose to tail in the lead group. About a second back from the lead trio came Rentzell, Baldus and Wright. Pittman and Martin were the only other riders with a shot at catching the leaders as they trailed Wright by a few seconds.

Wright made a big move on lap eight, moving by Baldus and Rentzell to join the three leading Valvoline Suzuki riders.

Hall was trying every move in the book to shake Smith and Turkington. Smith passed Hall a couple of times between turns four and five, but Hall brought the crowd to their feet when he slammed the door on Smith entering five to maintain the lead.

The race came down to the final lap. Hall, Smith and Turkington were together, while Wright fell about a second back. Hall's Scott Beach-tuned Suzuki was a tad faster than Smith and Turkington's and he was able to hold the lead down the back straight. Smith tried one last time to pass Hall under the Nissan Bridge, but slid his front tire and finished second.

Turkington came home third and wasn't happy with the way Smith held him off. Wright finished a solid fourth, followed by the tough battle between Rentzell and Baldus. Pittman, Martin, Rick Kirk and Tripp Nobles rounded out the top 10.

"I was able to control the pace," Hall said. "My bike was a little faster, but Mike and Britt were using the draft well to stay with me." CN

Results

GSXR1100 FINAL: 1. Kurt Hall; 2. Mike Smith; 3. Britt Turkington; 4. Robert Wright; 5. Kevin Rentzell; 6. Bruce Baldus; 7. Joe Pittman; 8. Michael Martin; 9. Rick Kirk; 10. Tripp Nobles; 11. Ray Yoder; 12. Andrew Deatherage; 13. Todd Hoge; 14. Dean Mizdal; 15. Chuck Graves; 16. Dan Turner; 17. Brad Hazen; 18. Bill Loomis; 19. D. Greg Abbott; 20. Jay Denham; 21. Jeff Atwell; 22. Mark McDaniel; 23. Mike Karm; 24. Brian White; 25. Doug Kidd; 26. Dennie Burke; 27. Paul Rohall; 28. Ken Reynolds; 29. Keith Young.

GSXR750 FINAL: 1. Tommy Lynch; 2. Kurt Hall; 3. Rick Kirk; 4. Michael Martin; 5. Robert Wright; 6. Britt Turkington; 7. Kevin Rentzell; 8. Franklin Knight; 9. Chuch Graves; 10. Titian Bue; 11. Ray Yoder; 12. Tripp Nobles; 13. Chris Martone; 14. Craig Gleason; 15. Mark McDaniel; 16. James Schaefer; 17. Dean Mizdal; 18. Jason Pridmore; 19. Steve McKissock; 20. Jamie O'Hare; 21. Todd Hoge; 22. Tod Hebert; 23. Brad Hazen; 24. Jeff Atwell; 25. Mike Karm; 26. Adam Faussett; 27. Richard Starke; 28. James Lau; 29. Geep Terranova; 30. Harold Winkles; 31. Angelo Nicholes; 32. Dennie Burke; 33. Dave Hansen; 34. Michael Surratt.

ROAD RACE GNF

Continued from page 11

his good fortune hard to believe: "I never thought I would do this well here," he said. "I spent about $15,000 going racing this year but it was all worth it. And you know what, the guy that let me borrow his bike wouldn't accept any money. He wouldn't even let us fill up his tank after the race. He said all he wanted was a picture of the bike in the winner's circle."

Another Ohio Novice that showed a lot of talent is Dean Hayes. The Englewood, Ohio, resident rode his Valley Racing Yamaha to two relatively easy wins in the C Superbike and C Production Novice races.

Two Texas riders were able to defend their number one plates at the GNF this year. Brad Sawyer demolished his competition in the Formula II final, and Michael Martin pulled away from Kevin Rentzell to win his second straight C Superbike Championship.

J. Andrew Milton rode his Yamaha to a win to keep the WERA Clubman title home in California. The title was vacated by last year's champion Nick Ienatsch. CN

Results

FORMULA OPEN: 1. Tom Kipp (Yam); 2. Fritz Kling (Yam); 3. Michael Martin (Suz); 4. Kevin Rentzell (Suz); 5. Jim Sabin (Suz).

A S/BK: 1. Tom Kipp (Yam); 2. Kurt Hall (Suz); 3. Fritz Kling (Yam); 4. Kevin Rentzell (Suz); 5. Tommie Sloan (Yam).

A S/BK NOV: 1. Tom Wilson (Suz); 2. Dale Baker (Suz); 3. John Oliver (Suz); 4. Joseph Hill (Suz); 5. Tracy Thomason (Suz).

B S/BK EXP: 1. Mike Reed (Suz); 2. Joe Brett Williams (Hon); 3. Titian Bue (Suz); 4. Chris Martone (Suz); 5. Jeff Pate (Yam).

S/BK NOV: 1. Dale Baker (Suz); 2. Michael Steinman (Suz); 3. Robert Haines (Yam); 4. Gordon Miller (Suz); 5. Earl Halford (Suz).

C S/BK EX: 1. Michael Martin (Yam); 2. Kevin Rentzell (Yam); 3. Marty Miller (Suz); 4. Doug Carmichael (Yam); 5. Chris Reiner (Yam).

S/BK NOV: 1. Dean Hayes (Yam); 2. Rubbell Thornley (Yam); 3. Robert Haines (Yam); 4. Grey Mathews (Yam); 5. Jeb Bridgeman (Hon).

D S/BK EX: 1. Thomas Montano (Yam); 2. Nick Ienatsch (Yam); 3. Chuck Huneycutt (Yam); 4. Bryan Hanson (Yam); 5. Jim Still (Yam).

D S/BK NOV: 1. Jimmy Adams (Yam); 2. Mike Himmelsbach (Yam); 3. Brian Conley (Yam); 4. Russell Townsend (Yam); 5. Ray Hickman (Yam).

F-2 EX: 1. Brad Sawyer (Yam); 2. Jeff Vos (Spond); 3. Jim Still (Yam); 4. William Quinn (Yam); 5. Bryan Hanson (Yam).

F-2 NOV: 1. Mike Himmelsbach (Yam); 2. Jimmy Adams (Yam); 3. Paul Black (Yam); 4. Don Freeman (Yam); 5. Brian Conley (Yam).

F-3 EX: 1. Frank Brotz (Hon); 2. John Hodgkiss (Yam); 3. Andre Vandenberg (Hon); 4. Ralph Farmer (Hon); 5. Ed Bruner (Kaw).

F—3 NOV: 1. Paul Gaudin (Kaw); 2. Mike Himmelsbach (Yam); 3. Delbert Lecky (Hon); 4. Albert Clawson 5. Jeff Covington (Kaw).

CLBMN EX: 1. Jay Andrew Milton (Yam); 2. William R. Cardell (Yam); 3. Eric Falt (Hon); 4. Barry Hill (Hon); 5. David Frederick (Hon).

CLBMN NOV: 1. Mark Slavens 2. John Blake (Suz); 3. Louis Simanovich (Hon); 4. Mark Fleischman (Yam); 5. Keith Bryant (Hon).

A PROD EX: 1. Bruce Baldus (Suz); 2. Joe Prussiano (Suz); 3. Tray Batey (Suz); 4. Robert Wrublevski (Yam); 5. Kevin Warner (Suz).

A PROD NOV: 1. Tom Wilson (Suz); 2. David McGrath (Suz); 3. Dale Baker (Suz); 4. Earl Halford (Suz); 5. Gordon Miller (Suz).

B PROD EX: 1. Tray Batey (Suz); 2. Robert Wrublevski (Yam); 3. Steve Heilman (Yam); 4. Glenn Cooper (Suz); 5. Kerry Sherman (Suz).

B PROD NOV: 1. Tom Wilson (Suz); 2. Dean Hayes (Yam); 3. David McGrath (Suz); 4. Earl Halford (Suz); 5. Dale Baker (Suz).

C PROD EX: 1. John Condron (Yam); 2. Harold Winkles (Yam); 3. Robert Wrublevski (Yam); 4. Steve Heilman (Yam); 5. Matthew Winnacker (Kaw).

C PROD NOV: 1. Dean Hayes (Yam); 2. Darryl Saylor (Yam); 3. Robert Haines (Yam); 4. Douglas Harvel (Yam); 5. Steve Moser (Yam).

D PROD EX: 1. Matthew Winnacker (Yam); 2. Daniel Reif (Yam); 3. William Quinn (Yam); 4. Marty Lentz (Yam); 5. Wade Benkendorfer (Yam).

D PROD NOV: 1. Jimmy Adams (Yam); 2. Gary Michaud (Yam); 3. John Sommer (Yam); 4. Douglas Harvel (Yam); 5. Darrell Allen (Yam).

A S/STK: 1. Britt Turkington (Suz); 2. Kurt Hall (Suz); 3. Michael Martin (Suz); 4. Robert Wright (Suz); 5. Joe Pittman (Suz).

B S/STK: 1. Britt Turkington (Suz); 2. Kurt Hall (Suz); 3. Michael Martin (Suz); 4. Tripp Nobles (Suz); 5. Jason Pridmore (Suz).

C S/STK:: 1. Kevin Rentzell (Yam); 2. Titian Bue (Yam); 3. Chris Reiner (Yam); 4. Jim Lesley (Yam); 5. Joe Prussiano (Yam).

VINT I: 1. Brad Morrison (Duc); 2. Larry Watts (Duc); 3. Mark Brown (Duc); 4. Curtis Darrah (Duc); 5. Beno Rodi (R-E).

VINT II: 1. Ted Hubbard (BSA); 2. Randy Illg (Hon); 3. Brad Morrison (Duc); 4. Sean Dwyer (BSA); 5. Craig Breckon (BSA).

VINT III: 1. Jess Morris (Tri); 2. Dave Corneilson (BSA); 3. Craig Breckon (BSA); 4. Ted Hubbard (BSA); 5. Sean Dwyer (BSA).

VINT IV: 1. Mike Tiberio (M-G); 2. James Stewart (Nor); 3. Karl Meyers (BMW); 4. Jess Morris (Tri); 5. Brod Walker (Hon).

VINT V: 1. Bruce Egan (Hon); 2. Tom D'Ettorre (Kaw); 3. Mike Tiberio (M-G); 4. Brod Walker (Suz); 5. James Stewart (Nor).

RESULTS

Supercross
Bremen Supercross
Bremen, GA
Oct. 27
By Wayne Parham

201 OPEN C
Bryan Godlewski Hon
Brian Gibbs Hon
Steve Winston Hon
Lee Winston KTM
Robert Hiestand KTM
0-200 C
Chris Thomas Yam
Jim Albritton Hon
Chris Oys Hon
Richard Jenkins Kaw
Wade Bell Hon
ENDR
Chris Williams Yam
Mark Harrison Hon
Andy McKee Suz
Bob Westergard Hon
Doug Eier Hon
VINT
Jeff Fisher BSA
Beno Rodi Nor
John Astleford BSA
SR MEN
Chuck Bailey Hon
John Astleford KTM
Jeff Bishop Kaw
Robert Heistand KTM
Bud Hudgens C-A
BEG
Dwayne Dale Hon
Chuck Bailey Hon
Chris Williams Yam
Jamey Landrum Hon
Jeff Wilbanks Hon
SCHBY
Chris Thomas Yam
Chris Oys Hon
JR CYC
Mick Bailey Kaw
Ryan Hudgins Kaw
SR MINI
Kevin Truett Hon
Bryan Kilgore Hon
David Cranford Kaw
JR MINI
Kim McGivney Hon
Mick Bailey Hon
Lyce Kilgore Hon
P/W
Ryan Hudgins Yam
Casey Agan Hon
Eric Elseberry Yam
Randy Hickenbottom Yam

Motocross
Albany SX
Albany, OR
Oct. 28
By Clay Light

W/P/W
Joshua Gunderson Yam
60 6-8
Mike Gamby Yam
60 9-11
Robert Holtgrew Kaw
Miek Merina Kaw
Dusty Lenaberg Kaw
80 JR
Robert Holtgrew Kaw
Dan Johnson Kaw
80 INT
Mike Ulven Kaw
Corey Fuller Kaw
125 BEG
Mike Narkiewicz Kaw
Matt Edwards KTM
John Hanson Hon
125 JR
Chad Reed Kaw
Chad Askew Suz
Matt Whittaker Suz
Eric Foster Hon
Chris Peterson Yam
125 INT
Dan Ulven Kaw
Ryan Huffman Hon
Rod Comstock Kaw
125 PRO
Jeff Daily Hon
KennyOlsen Kaw
Trevor Portner Kaw
Steve Berry Kaw
Mike Autio Suz
250 BEG
Owen Mallia Suz
John Sanders Kaw
Lance Scacco Kaw
250 JR
Dave Kobernik Yam
Rich Lund Hon
Kelly Corwin Hon
250 INT
Ryan Huffman Hon
Steve Nelson Hon
Glen Koffler Yam
250 PRO
Dennis Sweeten Kaw
Kenny Olsen Yam
Mike Autio Suz
30-40 JR
Steve Stewart Hon
Karl Peterson KTM
30-40 INT
Cameron Knox Suz
30-40 EX
Don Schenider Suz
Doug Eckelman KTM
OT JR
Skip Waddell Suz
Dewey Lenaberg Kaw
Pat Merina Kaw
OT INT
Jim Kilgore Hon
Steve Shindler Suz
John Mack Cag
OT PRO
Jim Parks
Bob Leach

Motocross
Carlsbad Raceway
Carlsbad, CA
Nov. 3
By Robert Failing

80 BEG
Manny Arias Yam
Craig Rood Suz
Chris Hardison Kaw
Justin Lusian Kaw
125 BEG
Steve Fulgham Suz
Ron Schoonover Kaw
Brian Hubert Hon
Charles Simpson Yam
Rob Brown Suz
250 BEG
Troy Archer Yam
Ken Mallow Kaw
Marshall Dunham Kaw
Kevin Durling Hon
Bruce Forinash Yam
500 BEG
John Tookey Kaw
Matt Cornforth Hon
Dave Burgess Hon
Robert Berdyck Hon
Grant Dunning Hus
25-29 BEG
Eric Smith Hon
Marshall Dunham Kaw
Robert Lever Hon
Robert Pflugh Hon
Randy Von Nordheim Hon
VET BEG
John Dudas Yam
John O'Grady Hon
Chuck Barber Kaw
Bruce Forinash Yam
Don Ayala Kaw
80 JR
John Conrad Yam
Brian Rodriguez Suz
125 JR
Ty Kady Kaw
Greg Grieshaber Kaw
Kevin Karpiak Kaw
George Balhan Suz
Milano Schaeffer Hon
250 JR
Price St. Clair Hon
Chris Verboom Hon
Geno Prida Yam
Dane Anderson Hon
Dustin Northrip Hon
500 JR
Ron Wilson Hon
BOMBER
Robert Failing Yam
25-29 JR
Bob Prida Suz
Doug Schweizer KTM
Rusty Nowka Hon
VET JR
Jeff Gray hon
Nick Costello Hon
Michel Landegent Hon
John Tookey Kaw
Ken Corum Suz
OT JR
Mike Stell KTM
Chuck Caston Hon
Robert Berdyck Hon
80 INT
Ty Kady Kaw
Larry Linkogle Kaw
125 INT
Joe Tuttobene Suz
Chad Doggett Kaw
Steve Sequeira Hon
250 INT
John Sullivan Hon
Jason McCormick Hon
Greg Giddings Kaw
500 INT
Robert Failing Hon
Todd Freistat Hon
Michael Wygant Hon
Eric Christiansen Hon
Randy Alexander Suz
VET INT
Ron Fisher Hon
Jim Beaty hon
Gary Scott Yam
Michael Jones Kaw
OT INT
Bill Malone Hon
Ira Meiberger Hon
Dennis Middleton Kaw
VET EX
Robert Failing Hon
Craig Breihan KTM
OT EX
Gary Doggett Suz
Gene Phelps Suz
125 PRO
Jim Chamberlain Suz
Charles Love Kaw
250 PRO
Jake Trist Kaw
VET PRO
Jim Odle Hon
Daniel Davalos Hon

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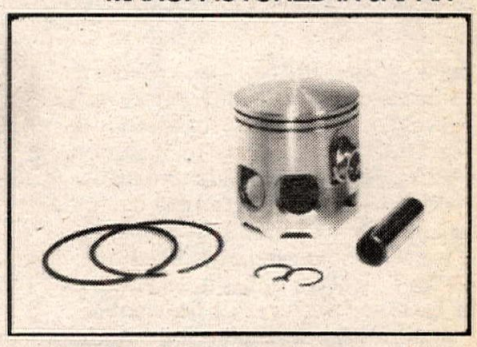

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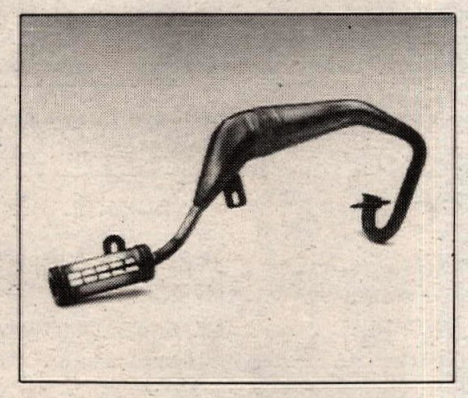
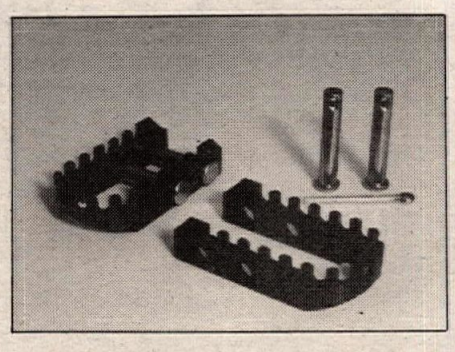
Wrap up your favorite Harley-Davidson enthusiast this holiday season with Mustang Motorcycle Products' officially-licensed Harley-Davidson blanket. The 50 x 60 inch high-pile acrylic blanket features Harley's orange bar and shield logo against a black background and comes with a zipper-sealed storage pouch. Available for a suggested retail price of $31.95 from Mustang Motorcycle Products, Dept. CN, Town Hill Rd., Terryville, CT 06786-0029, 800/243-1392 or 203/582-9633.

Santa won't get thirsty while making his rounds with the CamelBak drinking system. The quick-loading, tough, 2.5-quart insulated container fits on the back and allows hands-free drinking while riding or driving the sleigh. Two models are available, the ThermalBak which maintains fluid temperature for up to four hours in 100-degree heat, or the IceBak which utilizes thermal transfer to help cool the body. Available for $34.95 from FasTrak Systems, Dept. CN, 2317 Field St., Suite 1, Odessa, TX, 79760, 800/SOS-TRAK or 915/335-0494.

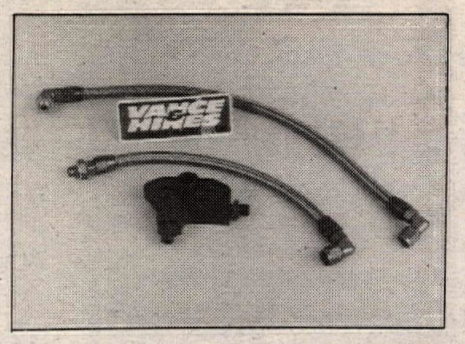


If your Pee Wee class hotshoe asks Santa for a faster bike, try Cobra's production exhaust pipe for the Yamaha PW50. The pipe sells for $99.95 and is available from your local dealer, or contact Cobra, Dept. CN, 4760 E. Bryson St., Anaheim, CA 92807, 714/779-2191.

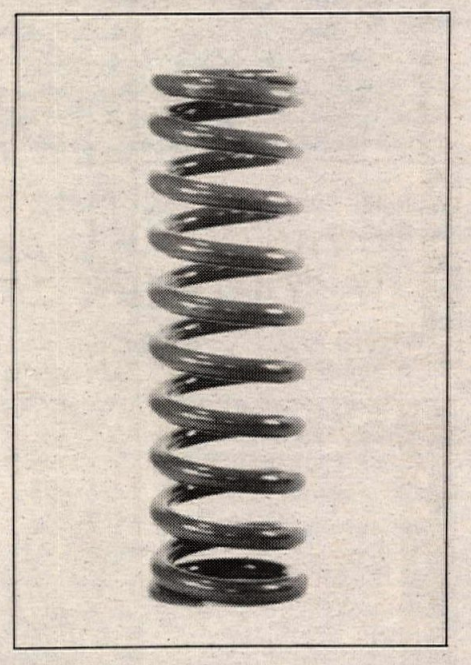
The Hitchbiker from Kustom Kool is a tilting loading ramp that installs with a single bolt on any trailer hitch to carry your motorcycle close to the vehicle. Available for $320.00 from Kustom Kool Corp., Dept. CN, 4900 NW 31st St. Oklahoma City, OK 73112, 405/946-6622.



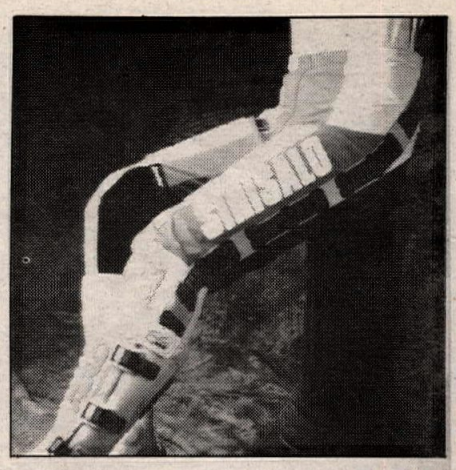
Works Connection's footpeg wideners for 1989-'90 Suzuki RMs are easily fastened to the stock footpegs and increase the width of the peg from 1 to 1.5 inches. Available for $29.95 per pair from Works Connection, Dept. CN, 6685 Long Ave., Placerville, CA 95667, 916/621-4176.



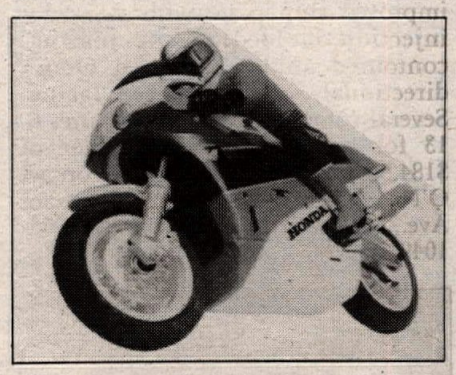
The Top End Oil Kit for 1980-'86 Suzuki GS1100/1150s from Vance & Hines consists of a new aluminum manifold oil block, steel-braided lines and precision fittings which mount to the oil sending unit for full oil pressure at the cylinder head. Oil is thus routed directly to the head for full oil pressure right after start up and high rpm. Available for $187.95 from your local dealer, or contact Vance & Hines, Dept. CN, 14010 Marquardt, Santa Fe Springs, CA 90670, 213/921-7461.



The elves over at Progressive Suspension have come up with a specially-designed rear spring for the Suzuki DR/DRS which is claimed to give a plush ride under slow speed conditions while absorbing the big bumps as well. The springs carry a lifetime warranty against breakage or sacking and a suggested retail price of $55.95. For more information, contact Progressive Suspension, Dept. CN, 11129 G Ave., Hesperia, CA 92345, 619/948-4012.

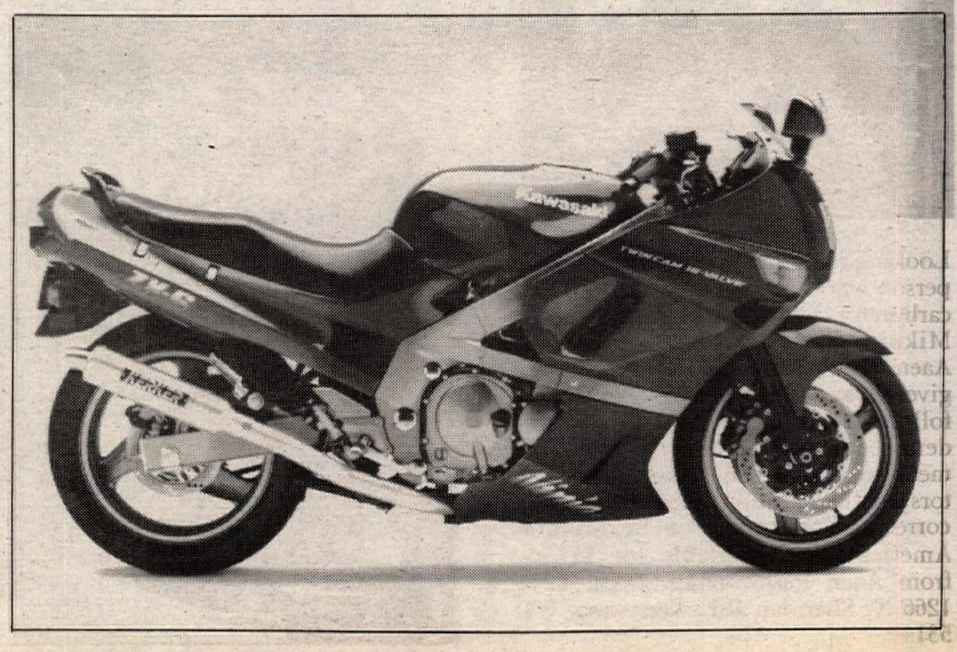


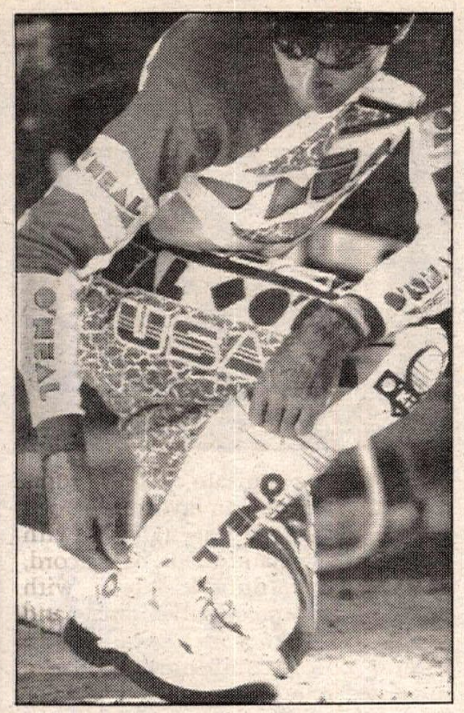
Put a pair of Sinisalo SCD II Pants under the tree for your favorite off-road rider. The SCD IIs are tailored with a generous cut and made of Belcord, a lightweight, durable fabric, with BioFoam to protect critical areas and Kevlar/elastic knee area. Available in several color combinations for a suggested retail price of $175.00. For more information contact AXO Sport America, Dept. CN, 24950 Anza Dr., Valencia, CA 91355, 805/257-0474.



Even if your favorite motorcyclist is unable to ride because of a white Christmas, he can still experience some of the same thrills of riding with Royal's radio-controlled Honda RC30. The 1/5 scale replica measures 12 x 16.5 inches and features proportional forward speed and electronic braking, RS380 Mabuchi motor with extra long run time, racing rubber tires, servo-actuated shifting ballast for realistic cornering, working front and rear suspension, and a maintenance-free drive belt. The $174.95 suggested retail price includes launch stand, two-channel transmitter, NiCad battery and charger. For more information, contact Royal Products Corp., Dept. CN, 790 W. Tennessee Ave., Denver, CO 80223, 303/778-7711.

Soup up Santa's Kawasaki 1990 ZX6 with Kerker's 4:1 exhaust system featuring a spring-loaded, spigot-mount header, available in three coatings, which flows into a one-piece aluminum silencer with a turned-down tip. Kerker says the entire system weighs 10.5 pounds yet still allows access to the oil drain plug and filter and retains the center stand. Prices start at $319.95. For more information, contact Kerker, Dept. CN, 7900 Deering Ave., Canoga Park, CA 91304, 818/999-3060.





The redesigned O'Neal Bullet Geo boots feature a new top gaitor, improved shin plate with two-color injection molded plastic plating, contoured ankle, improved Omni-directional sole and speed lacing. Several colors are available in sizes 6-13 for a suggested retail price of $184.95. For more information, contact O'Neal USA, Dept. CN, 9160 Jordan Ave., Chatsworth, CA 91311, 818/998-1049.

The Storz steering damper kit for the Ducati 851 Superbike is made in Italy by Enrico Ceriani and features 14 position adjustment, full lock-to-lock steering movement, complete mounting hardware and it is completely rebuildable. Available for a suggested retail price of $209.00 from Storz Performance, Dept. CN, 1445 Donlon St. #18, Ventura, CA 93003, 805/654-8816.

Looking for something special for the person who's always fiddling with his carburetor jetting? Try Olav Aaen's Mikuni Carb Tuning Handbook. Aaen, renowned carburetor mechanic, gives a basic primer on carburetors followed by complete descriptions and detailed drawings of the various metering systems in Mikuni carburetors and how to adjust them to perform correctly. Recommended by Mikuni America and available for $11.95 from Aaen Performance, Dept. CN, 1266 N. Sheridan Rd., Kenoshoa, WI 53140.

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California's legendary Highway 1 is still one of the great challenges for the street riding motorcyclist. This ride takes you on a 130 mile journey through a breathtaking variety of scenic settings and weather. From the majestic Golden Gate Bridge to the rugged coastline of Bodega Bay and Jenner, from the nature preserves of Bolinas Lagoon to historical Fort Ross and Gualala, you will experience one of the most undeveloped and least populated areas of California. Join advertising executives Mike Vaughan and Scott Young, journalist Charles Everitt, actor and former World Speedway Champion Bruce Penhall, Transcon rider Courtney Caldwell and others as they ride a variety of Kawasaki motorcycles on one of the great American twisties - heading north from San Francisco, hugging the coast along Highway 1. 60 minutes in full color.

(#122) Ride America: Million Dollar Highway
Experience the wonder and beauty of Colorado's Million Dollar Highway in the colorfest season - golden aspen trees, blue skies and clean crisp air greet you as you head north on the 130 mile ride from Durango to Telluride. Join Bobby Unser, Bruce Penhall, Malcolm Smith, Wally Dallenbach and friends as they ride a variety of BMW's through the heart of the San Juan Mountains. Ride with us beside the Silverton (the most famous narrow gauge steam train in North America), past the Purgatory Ski Area, over the 10,640 foot Coalbank Pass, down into the frontier mining town of Silverton, over Red Mountain Pass to Ouray and finally around the Sneffels mountain range, over 9,000 foot Dallas Divide and along the San Miguel River to Telluride. Music written and performed by John McEuen. 60 minutes.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

NEW VIDEO RELEASES

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1990 NORTH AMERICAN SPEEDWAY FINAL from RAZ Video...

(#14A) To compete in the World Individual Speedway Championships, American and Canadian riders must first get through the North American Final. This is considered by some to be the hardest of the qualifying races, because only four riders will transfer to the next round, the Overseas Final in England.

This annual event is held at the world famous Long Beach Veterans Stadium, America's home for the World Team Cup. This track has been classified as one of the fastest quarter miles in the world. Three-time world champion Erik Gundersen labeled it "the best race track I've ever raced on." Enjoy the action as the best riders from the North American continent try to conquer the American Final.

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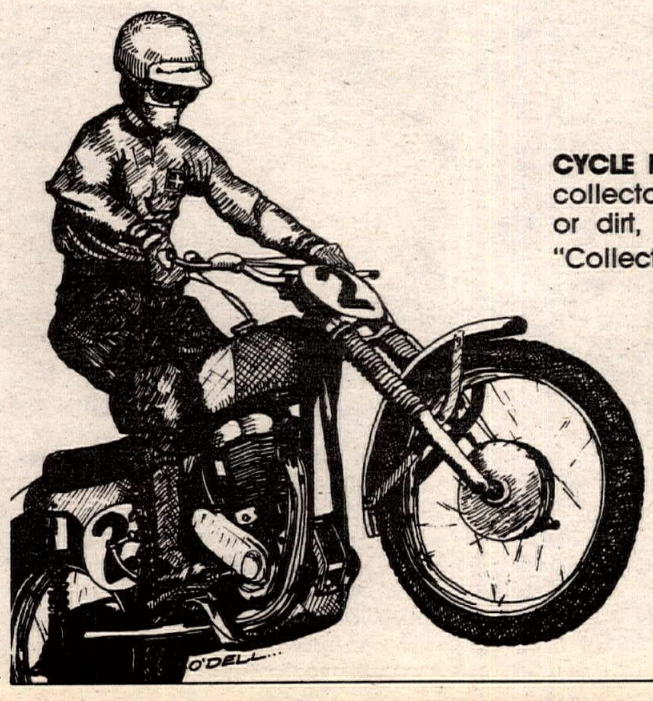

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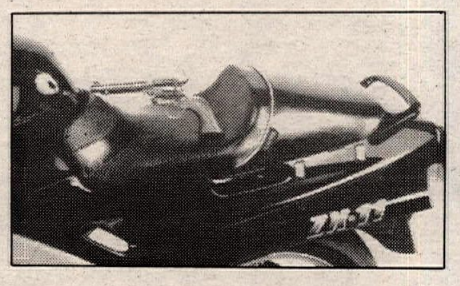
CHRISTMAS GIFT GUIDE

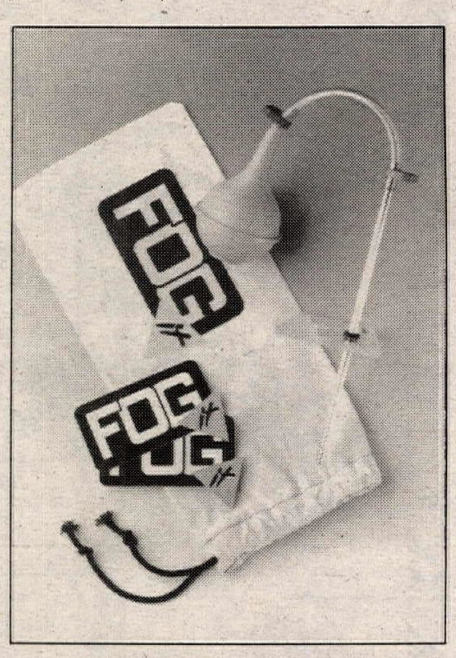
Dress Santa's elves in the O'Neal collection of T-shirts made of 100% cotton with silk-screened and hot-peel transfer design. Prices range from $13.95 to $19.95. For more information, contact O'Neal USA, Dept. CN, 9160 Jordan Ave., Chatsworth, CA 91311, 818/998-1049.

Motoport USA's GP Kevlar road race suit is made of Kevlar woven into a combination with Lycra for a suit that stretches, is waterproof, windproof, breathable and washable yet is claimed to be more tear and abrasion resistant than leather. Shoulders, elbows, hips and knees have foam padding and a double layer of Kevlar, and removable knee wear pads are also available. Available in one or two-piece models in black/red, red/white, navy/white and aqua/white for $849.00, and Motoport guarantees satisfaction. For more information, contact Motoport USA, Dept. CN, Suite 504, 7720B El Camino Real, Rancho La Costa, CA 92009, 800/777-6499.

The new Splitfire spark plug will easily fit in any stocking and its patented V-shaped electrode provides more spark surface and is claimed to increase horsepower, give better fuel economy and less fouling. For more information, see your local dealer or contact Splitfire, Dept. CN, 9 N. Broadway, Des Plaines, IL 60016-2398, 800/323-5440.



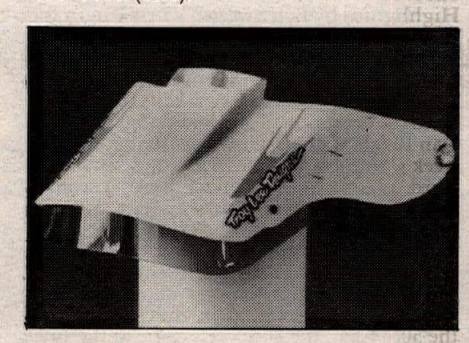
Corbin's Gunfighter saddle for the 1990 Kawasaki ZX11 is designed to be comfortable for the rider while incorporating a stylized tail section which blends smoothly into the body, while the Gunfighter and Lady saddle is designed to be comfortable for both rider and passenger. Both carry a suggested retail price of $189.00, while a backrest for the two-up model sells for an additional $99.00. For more information, contact Corbin, Dept. CN, 11445 Commercial Pky., Castroville, CA 95012-0880, 800/538-7035 (U.S.), 800/662-6296 (CA) or 408/633-2500.



The "FOG" Fork Oil Gauge will fit in any stocking and is designed to make it easy for even inexperienced mechanics to easily set fork oil level. Each "FOG" is handmade and can be easily adjusted to set any fork oil level needed with one hand. Available for $29.95 from CAD DeZinz, Dept. CN, 1410 Adams St., Franklin, TN 37064, 615/794-6703.

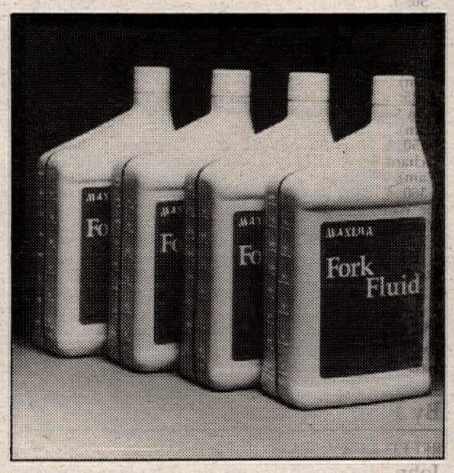
The "Gale Force" T-shirt is the latest addition to Bartels' Performance Products' apparel line and commemorates Nigel Gale's 1989 AMA Harley-Davidson U.S. Twin Sports Champioship. Available for $11.95 from Bartels' Performance Products, Dept. CN, 9461 Jefferson Blvd., Culver City, CA 90232, 213/842-8081.

Answer's Tek-4 helmet is based on Bell's Moto-4, but Answer adds Troy Lee-styled graphics and Aero 2 visor with aluminum mounting screws. The DOT, Z90 and Snell 85-approved Tek-4 also gets Moto-5-style goggle grabber and roost deflector, as well as an injection-molded plastic mouthguard. Available for a suggested retail price of $234.95 from Answer Products, Dept. CN, 27460 Ave. Scott, Valencia, CA 91355, 800/423-0273 (U.S.) or 805/257-4411 (CA).



Want to look like Jeff Ward or your favorite NASCAR stock car driver? Then put a NASCAR visor from Troy Lee Designs on your list. The NASCAR visor is shorter than Troy Lee's Intrepid and Aero 2 designs to increase forward vision while a transparent inner visor makes up for the lost roost protection. Available for all popular helmets in seven colors for $32.00 where helmets are sold, or directly from Troy Lee Designs, Dept. CN, 1821 Wild Turkey Cir., Corona, CA 91720, 714/371-5219.

Stand your Ducati 851 Superbike up under the tree with the Storz rear wheel stand. Each stand is TIG welded from precision mitered steel tubing and is finished in white or red IMRON epoxy paint. The stand attaches to the swingarm's stock alloy bushings with locating pins so that the motorcycle can't slip off the swingarm. Available for a suggested retail price of $159.00 from Storz Performance, Dept. CN, 1445 Donlon St. #18, Ventura, CA 93003, 805/654-8816.



Maxima's Racing Fork Fluid is designed for both standard and cartridge fork systems. The zero drag fluid features the latest anti-friction additives, has a viscosity index of over 150, and contains special rust and corrosion as well as an anti-foam agent and oxidation stabilizers. Available in 5, 7, 10 and 15 weights in 32-ounce bottles at your local dealer. For more information, contact Maxima, Dept. CN, 10969 Wheatlands Ave, Ste. A, Santee, CA 92071, 619/449-9694.

Sweetens romp at Timonium ST

By Len Breech

TIMONIUM, MD, NOV. 3

Highlighted by Bob Sweeten's first win in the 250cc Pro class and his brother Larry's win in the 250cc class, the second race of the five-round, 15th Annual Timonium Indoor Short Track Series produced a new slate of winners. With the exception of last week's 250cc winner Dan Reichert not making the final, all of last week's winners finished in either second or third place. New winners were Terrance Osenb in the 50cc final, Mike McKee was the tenative winner in the protested 80cc class, Robert Miller ran away from the 125cc field and Rich Rowe topped the 360cc class.

After Jacob Johnson had shadowed 50cc winner Terrance Osenb in the final half of the 50cc final, the 80cc class came to the line. Mike McKee slipped into the lead coming out of the second turn followed by Todd Winsett, Paul Lynch and Roy Miller. On the fifth lap, Lynch took second from Winsett as they started a race long battle of taking each other out for position, which kept McKee in the lead. With three laps to go Winsett took the lead from McKee, with McKee falling, but he was quickly up and back in the race. On the final lap, the fun began. Winsett and Lynch got tangled up once again, this time both went down in a lump in the third turn. Before they could get untangled, McKee came around them to take the checkered flag, but a protest was lodged after the race and it will be considered by the officials during the week.

The 125cc final's competitions were a little back to normal for most of the race, with Robert Miller taking the lead and staying out in front of Randy Shank, Kevin Varnes, John Sulewski and Mike Hacker. After getting boxed in at the start, Ken Coolbeth started to move through the field and was soon up to Sulewski and Hacker in a battle for fourth. With just three laps to go, Varnes got under Shank coming off the second turn for second, with Shank falling. The Sulewski-Hacker-Coolbeth battle quickly came around to the downed Shank, with Hacker getting launched. The red flag came out giving the win to Miller.

Taylor White grabbed the point at the start of the 250cc final with Larry Sweeten, Greg Donadio and Mike Mester behind. White's Yamaha finally quit on the third lap, after doing double duty as Rodney Farris' machine, giving Sweeten the lead. Donadio got to within a bike length, but didn't have enough to get even with winner Sweeten.

Rich Rowe led the 360cc class wire-to-wire, as Jim Lynch, Charles Majeski, Mark Burkholder and Larry Weiss fought over second. Majeski fell on the third lap, but was up before getting lapped. After getting jammed at the start, Joe White started to slice his way through the field, moving into fourth by halfway. Burkholder moved into second on the 10th lap while Lynch slipped back to fifth.

Bob Sweeten's first win here was similar to his brother's, getting in front early and staying out of trouble. David Reeves, Dave Miller and Harold Dorsey trailed Sweeten in the early going. Miller fell on the third lap, with Dorsey going off the groove a little later. By the sixth lap, Scott Saunders and Tom Majeski had gotten into a battle for third that finally went to Majeski in the late laps.

Results

50: 1. Terrance Osenb (Itj); 2. Jacob Johnson (Yam); 3. John Kraft (Yam); 4. Billy Stillwell (Yam); 5. Tom Skethway (Hon).
80: 1. Mike McKee (Kaw); 2. Todd Winsett (Hon); 3. Brody Miller (KTM); 4. Paul Lynch (Hon); 5. Ryder Malone (Yam).
125: 1. Robert Miller (Yam); 2. Kevin Varnes (Yam); 3. John Sulewski (Yam); 4. Ken Coolbeth (Hon); 5. Ken Yoder (Yam).
250: 1. Larry Sweeten (Hon); 2. Greg Donadio (Hon); 3. Richard Reeves (Kaw); 4. Todd Hurst (Yam); 5. Mike Mester (Yam).
360: 1. Rich Rowe (Yam); 2. Mark Burkholder (Bul); 3. Joe White (H-D); 4. Paul Shoemaker (Hon); 5. Jim Lynch (Yam).
250 PRO: 1. Bob Sweeten (Kaw); 2. David Reeves (Kaw); 3. Tom Majeski (Yam); 4. Scott Saunders (Bul); 5. Todd Kendig (Yam).

Nielsen scores fourth Cowbell Enduro win

By Paul Nielsen

BELLINGHAM, WA, NOV. 4

John Nielsen claimed the AA class win and the overall victory at the 60th Annual Cowbell Enduro.

The weather was typical seasonal weather in Bellingham. A strom on Saturday created considerable work for the pre-riders, clearing the trails and re-positioning arrows for the Mt. Baker M.C. event.

In the pits there was much speculation as to the eventual winner. The event roster heralded the names of seven Six Day riders: Nielsen, Scott Drafs, Lyle Duronso, J.D. Bentley, Jason Dawners, Scott Lathrop and Jeff Barlow.

At the first three checks most of the A riders experienced a zero point loss. However, this changed at check four where Nielsen recorded the only zero, with Jason Downers dropping one and Ken Leard two points. Nielsen again posted a zero at check five as did Lathrop who was down by four, and Ron Gray who was down by three. Still in the hunt, was 200cc A class rider John Forsberg with an eight-point loss, Mike Koenig with a 10 and John Moody with a seven. At check six Nielsen, Lathrop, Gray, and Chuck Steahly recorded the only zeros. At check seven Nielsen lost two, Lathrop three, Steahly and Gray dropped five each. This turned out to be the final check as the course had deteriorated seriously, with rain falling most of the day and the second loop was wisely omitted.

Gray topped the 250cc A class with an eight point loss. Ken Koenig claimed the Open B class win with a 22 and Dave Bowers won the Senior class with a 28.

Nielsen will have his named etched on the coveted Cowbell for the fourth time, tying the previous leader Verdun Place in times they have won the enduro.

How hard was it? Of the 115 riders there were 40 DNFs. The C class had 11 of 15 DNF, 11 of 17 in the 250cc B class packed it in, and five of 12 in the 200cc B class.

Results

AA: 1. John Nielsen (Suz); 2. Scott Lathrop (Suz); 3. John Moody (ATK); 4. Darren Williams (Suz).
200 A: 1. John Forsberg (Kaw); 2. Mike Koenig (KDX); 3. Dale Eaton (Kaw).
200 B: 1. Loren Hamm (Kaw); 2. David Lykke (Hon); 3. Geoff Miscoe.
250 A: 1. Ron Gray (Suz); 2. Chuck Steahly (Kaw); 3. Jim Hess.
250 B: 1. Larry Milne (Yam); 2. Joe Rogers; 3. Martin Jewell (Suz).
OPEN B: 1. Ken Koenig (KTM); 2. Harlan Cody (Kaw); 3. Ted Blow (Yam).
OPEN A: 1. Ken Leard (KTM); 2. Scott Webber; 3. Damon Bee (KTM).
SR: 1. Dave Bowers (KTM); 2. Lyle Duronso (Yam); 3. Errol Borsky (KTM).
S/SR: 1. Ken Villenes (Yam); 2. Ron Morgenthaler (Suz); 3. Alan Drafs (Suz).
C: 1. Duff Warnock; 2. Kurt Zellerhoff; 3. Lisa Gibson (KTM).
SPTSMN: 1. Dave Brondsrud; 2. Gary Turner (Yam); 3. Rick Dahl (Suz).

Bob Sweeten (82) and David Reeves (77) go under Dave Miller on their way to a 1-2 finish in the 250cc Pro class at Timonium.

LaPointe lands Cycleland MX win

By Michael Rich

CHICO, CA, NOV. 4

Honda-mounted Ron LaPointe outdistanced some tough competition to take wins in both Expert/Intermediate motos and claim the overall victory at Cycleland Raceway.

As the riders came off the line in the first moto, it was Troy Wing establishing himself in first followed closely by Lowell Moural Sr. and Todd Damron. By the end of the first lap, however, Damron took the lead with some aggressive riding over the doubles. By this time LaPointe had moved to second from his fifth place start and pressured Damron for the next few laps before finally making his pass over the doubles. On the next lap, Damron pulled off the track with mechanical difficulties and threw his bike down in obvious disgust. This moved Wing back into second place some way behind LaPointe. At the finish it was LaPointe, followed by Wing and Lowell Moural Jr. — who had moved through the field to third after starting in last place.

In the second moto, LaPointe took the holeshot and gradually pulled away from the field. He was followed by Wing, Rob Bevens and Moural Jr. At the end of the first lap, Moural attempted to pass Bevens for third, but ran it in a bit too hard, sending both riders to the ground. As a result, Jason Quintana inherited third and Moural was forced to start his charge from 10th place. By the sixth lap, Moural was able to move back through the pack and pass Quintana for third. By this time, however, LaPointe and Wing were long gone. LaPointe took the overall, followed by Wing and Moural Jr.

In Mini action, Brandon Freer led Justin Brown and Brian Pierce through the first turn. Pierce waited until the rockers and then made his move to the front, passing both Freer and Brown. His lead was short-lived, however, as he failed to emerge from the back section of the track. With Pierce out of the running, it looked like a real battle for the lead would develop between Freer and Brown. This never materialized as Brown had repeated problems keeping his bike from stalling exiting the turns. Freer took the win ahead of Brown and Curtis Ford, who took third from Jason Merrill with a last-turn desperation pass.

In the second moto, Ford led Freer and Brown on the first lap only to stall his engine on a small hill and fall to last place. Once in front, Freer and Brown quickly moved away from Merrill, who took over third. At the line, it was Freer taking the win ahead of Brown and Merrill.

Results

P/W: 1. Evan Laughridge (Hon); 2. Steve Shimizu (Kaw).
MINI: 1. Brandon Freer (Yam); 2. Justin Brown (Yam); 3. Jason Merrill (Suz).
125 NOV: 1. Steve Kesterson (Yam); 2. Brian Pierce (Yam); 3. Matt Giffin (Yam).
125 JR: 1. Keith Wood (Suz); 2. Jeff Elder (Hon); 3. Jim Ferguson (Hon).
250 NOV: 1. Alan Aitcheson (Yam); 2. Rick Benson (Kaw); 3. Bill Fisher (Hon).
250 JR: 1. Bryan Roberts (Hon); 2. Aaron Osborne (Kaw); 3. Rich Boleman (Yam).
OPEN NOV: 1. Sean Cowles (Hon); 2. Ty Spooner (Hon).
OPEN JR: 1. Brian Snow (Hon).
VET NOV: 1. Jerry Franz (Suz).
VET JR: 1. John Nolind (Hon).
VET INT: 1. Lance Sellers (Suz); 2. Steve Dumbo (Suz).
EX/INT: 1. Ron LaPointe (Hon); 2. Troy Wing (Kaw); 3. Lowell Moural Jr. (Hon).

Gregson, Bisceglia grab Salem Motocross wins

By Clay Light

SALEM, OR, NOV. 2

This opening round of the Motocross Northwest-sanctioned Arenacross Series held at the Oregon State Fairgrounds, saw Mark Gregson and Don Bisceglia pick up Pro class wins inside the Jackman-Long Expo Arena. Gregson won the 30-40 Pro class, while Bisceglia topped the 250cc Pro class.

Gregson, hounded by Arne Hettman, breezed to a moto one win while Hettman filled the number two spot. Finishing third, and first Expert rider, was Don Schneider. Ron Kent, Dale Murfitt and Mike Dean filled the top six.

Hettman got the holeshot in the second contest, but Gregson rallied from a mid-pack start to challenge the Honda pilot, setting up one of the evening's best battles. The action, however, ended prematurely as Hettman crashed, allowing Gregson, who was right there to snatch up the lead, to take an easy win. Second went to Hettman, while Schneider, Intermediate class winner Kent and Dean, the Junior portion winner, filled the top five.

"I felt pretty good for being away from racing for as long as I have," said Gregson, "but what I wanted to do and what I could do were two different things." I'm not what I used to be."

Hettman agreed. "He rode pretty amazing for a guy that hasn't seriously raced since 1981."

Bisceglia controlled the temp of the combined 250cc Pro/125cc Intermediate class, easily winning both motos. Bisceglia took advantage of holeshots in both motos, while rival Dennis Sweeten was burried in heavy traffic and had to work his way past several riders on a track that doesn't favor passing.

Sweeten faced traffic again in moto two which allowed Bisceglia to take an easy win. Monty Hill won the 125cc Intermediate class ahead of Mike Boe and Dave Akerman.

An overflow of 125cc Junior riders were on hand, and the 12 rider final was determined by two qualifiers and a Last Chance Qualifier. Monty Harris and Jeremy Harwood were the respective winners in the two qualifiers. Harris took the lead at the start of the main and went uncontested for the win. Chad Reed, celebrating his 16th birthday, trailed Harris for the number two spot, while Reuben Schug, Harwood and Ryan Leach finished in the top five.

Results

30-40 PRO: 1. Mark Gregson (Kaw); 2. Arne Hettman (Hon); 3. Doug Eckelman (Yam).
250 PRO: 1. Don Bisceglia (Suz); 2. Dennis Sweeten (Kaw); 3. Mike Autio (Suz).
125 PRO: 1. Jeff Daily (Hon); 2. Kenny Olsen (Kaw); 3. Chad Berry (Kaw).
OPEN INT: 1. Rod Comstock (Kaw); 2. Roby leach (KTM); 3. Steve Evensen (Hon).
OPEN JR: 1. Jerry Dewitt (Hus).
OPEN BEG: 1. Jason Smith (Kaw).
250 INT: 1. Monte Hill (Suz); 2. Mike Boe (Kaw); 3. Dave Akerman (Kaw); 4. Scott Holas (Hon); 5. Lou Calkins (Suz).
250 JR: 1. Unknown; 2. Darren Currier (Hon); 3. Brett Sorensen (KTM).
250 BEG A: 1. Eric Bishop (Kaw); 2. Larry Kitchens (Yam); 3.Nick Tzikas (Hon); 4. Bert Kraemer (Kaw); 5. Rick Johnson (Yam).
125 JR A: 1. Monty Harris (Hon); 2. Chad Reed (Kaw); 3. Jason Sutton (Kaw).
30-40 EX: 1. Don Schneider (Suz).
30-40 INT: 1. Ron Kent (Yam).
30-40 JR: 1. Mike Dean (Yam); 2. Dale Murfitt (Hon); 3. Gary Hansen (Hon).
OT PRO: 1. Mike Perry (Suz).
OT EX: 1. Mike Hickman (Yam); 2. Jerry Dewitt (Hus).
OT INT: 1. Robert Comstock (Kaw); 2. Rusty Garrison (Kaw); 3. Cliff Kobernik.
OT JR: 1. Diane Hurst (Kaw); 2. Thomas Melton (Yam); 3. Loren Bolster (ATK).
80 JR: 1. Jessy Williams (Kaw); 2. Nathan Gravelle (Kaw).
80 BEG: 1. Brian Lookington (Kaw); 2. Matt Williams (Yam); 3. Brad Stoner (Yam).
80 INT: 1. Tim Holas (Suz); 2. Mike Ulven (Kaw); 3. John Williams (Kaw).
P/W: 1. Isaac Dawson (Yam); 2. Greg Blackwell (Yam); 3. Joe O'Donnell (Yam).
60 6-8: 1. Isaac Dawson (Yam); 2. Greg Blackwell (Kaw); 3. Chris Kobernik (Kaw).
60 9-11: 1. Eric Williams (Kaw); 2. Dusty Lenaberg (Kaw); 3. Cody Garvin (Kaw).
WMN: 1. Julie Sweeten (Kaw); 2. Jeanne Van Buskirk (Yam); 3. Deanne Holbroos (Cag); 4. Laurie Stange (Kaw); 5. Dianne Hurst (Kaw).

Barker blasts off at Mathias ST

By T.L. Coss

NEW PHILADELPHIA, OH, OCT. 19

Kyle Barker went home the winner in the 50cc class at Mathias Raceway.

In the heat, K.C. Knodel, a frequent class winner, got off the line first, but Barker edged by and kept going.

A false start brought out the red flag in the feature. On the restart, Ricky Dunn shot off the line, but Barker and Knodel overtook him by turn one. Barker took off and only looked back once. Knodel stayed in there for second with Derek Espenshied holding on to third.

In the Open class it was Ian Segedy all the way, leaving Ivan Carl and Jamie Inch to battle it out in the dust for second. Carl and Inch traded positions every two laps, but Carl

LOCAL EVENTS

Mike Brown (483) leads Jim Neese (3), Kevin Walker (197) and Kevin Bowles (177) at the start of the first 125cc A moto at Pro Sports MX.

made sure to get to the checkers first, with Inch and David Arnold settling for third and fourth.

Bryan Bellinger grabbed the holeshot in Ultralight Knobby action, only to be overtaken by Craig Milligan before the finish.

Dale Sondles and Kenny Arnold battled it out in the Open Conversion Knobby class with Arnold trying many lines to make a move on leader Sondles. Finally, coming out of turn four, Arnold found the drive he needed to edge Sondles at the finish line.

Results

50: 1. Kyle Barker; 2. K.C. Knodel; 3. Derek Espenshied; 4. Tyson Leggett; 5. Troy Coventry.
OPEN ST: 1. Ian Segedy; 2. Ivan Carl; 3. Jamie Inch; 4. David Arnold.
80 KNOBBY: 1. Bryan Bellinger; 2. Shawn Locke.
ULT/L KNOBBY: 1. Craig Milligan; 2. Bryan Bellinger; 3. Marge Milligan.
CONVERSION KNOBBY: 1. Ken Arnold; 2. Dale Sondles.

Brown sweeps Pro Sports MX

By Henry Muller

WYTHEVILLE, VA, OCT. 21

Mike Brown piloted his Team Green Kawasakis to four moto wins in the 125cc A and 250cc A classes at Pro Sports Motocross Park. Nathan and Brent Ramsey scored double class wins as well with Nathan topping the 125cc Schoolboy and 125cc C classes, while brother Brent scored wins in the 125cc B and 250cc B classes. Jay Hauser did double duty as well topping the 25+ A and Open Amateur divisions.

Brown set the pace in the first 125cc A moto and immediately began to stretch his lead over a tight battle for second between Kevin Walker and Mike Andres. Walker pulled away from Andrews in an effort to keep Brown in sight and the top three positions were set. Jim Neese and Lee Walston rounded out the top five.

Brown proved that he had the track wired in moto two as he held off the challenges of Andrews and Walker for another win. Walston edged Billy Cox for fourth.

The first 250cc A moto saw Brown leading a freight train consisting of Jim Neese, Andrews and Walker with Walker moving to third on lap three. With two laps remaining Walker snuck past Neese but could not pass Brown and had to settle for second ahead of Neese, Andrews and Kevin Bowles.

Andrews was all over Brown's rear fender in the second moto but couldn't get a wheel past with Brown eventually pulling away for the win over Andrews. Neese was alone in third as Walker moved up from outside the top 10 to take fourth from Bowles.

Results

51 AUTO: 1. Stephen Martin (Yam).
65: 1. Nicky Hoback (Kaw); 2. Joshua Foster (Kaw); 3. Eric Flowe (Kaw).
JR MINI: 1. Ashley Bruce (Suz); 2. Jacob Dombrosky (Suz); 3. Chris Flowe (Hon).
SCHBY: 1. Nathan Ramsey (Suz); 2. Danny Rich (Hon); 3. Tres Bruce (Kaw); 4. Billy Charles (Kaw); 5. Gage Fortson (Suz).
125 C: 1. Nathan Ramsey (Suz); 2. Christopher Morgan (Hon); 3. Kenny Curran (Hon); 4. Wayne Eller (Hon); 5. Garrett Coble (Suz).
250 C: 1. Troy Garnon (Hon); 2. Mike Trexler (Hon); 3. Dennis Jones (Suz); 4. Ricky Franklin (Hon); 5. Jeff Smith (Suz).
125 B: 1. Brent Ramsey (Suz); 2. Jay Crider (Yam); 3. Danny Rich (Hon); 4. Craig Johnson (Yam); 5. David Hill (Yam).
250 B: 1. Brent Ramsey (Suz); 2. Benjie Rutledge (Suz); 3. Jeff Mushala (Yam); 4. Mitchell Jones (Hon); 5. Greg Rose (Hon).
OPEN AM: 1. Jay Hauser (Hon); 2. Jimmy Leach (Kaw); 3. Barry Harvey (Hon); 4. James Goins (Hon); 5. Jeff Biggers (Yam).
ENDR: 1. Chad Mullins (Yam); 2. Johnny Rasar (Suz); 3. Mike Bodenhamer (Suz); 4. Ralph Ashcraft (Suz); 5. Wayne Lockwood (Hon).
25+ B: 1. Ricky Franklin (Hon); 2. Dean Sarver (Hon); 3. Stuart English (Suz); 4. Todd Hamby (Suz); 5. Charles Brown (Yam).
25+ A: 1. Jay Hauser (Hon); 2. David Eller (Hon); 3. A. Painter (Hon); 4. Mike Lutz (Suz); 5. Barry Nelson (Hon).
30+ B: 1. Kevin Austin (Hon); 2. Denis Hilton (Suz); 3. Clayton Leach (Hon); 4. Mike LoPicolo (Hon); 5. Stuart English (Suz).
30+ A: 1. A.C. Bruce (Hon); 2. Jeff Biggers (Yam); 3. Michael Elkins (Hon).
125 NON-CURRENT: 1. Douglas Neighbors (Hon); 2. George Heatwole (Hon); 3. Kevin Paff (Hon); 4. James Ashbury (Yam); 5. Richard Bishop (Yam).
250 NON-CURRENT: 1. Steven Smith (Kaw); 2. James Bruce (Hon); 3. Michael Elkins (Hon); 4. Kevin Ferguson (Hon); 5. Robert Drew (Hon).
125 A: 1. Mike Brown (Kaw); 2. Mike Andrews (Suz); 3. Kevin Walker (Yam); 4. Lee Walston (Yam); 5. Kevin Bowles (Hon).
250 A: 1. Mike Brown (Kaw); 2. Mike Andrews (Suz); 3. Jim Neese (Kaw); 4. Kevin Walker (Yam); 5. Kevin Bowles (Hon).

Pocorobba shines at Diamondback Motocross

By Kyle Myers

COCOA, FL, NOV. 4

The eighth and final round of the Gear/Dunlop/Tsubaki/Scott USA/TX-10/Renthal/MX 386/Vital/Honda-Suzuki Marine/Barr's Competition/PJ1/Power Mist/Boyesen/Wiseco/Chariot Trailers-sponsored Florida Gold Cup MX Series was held at Diamondback Raceway Park.

The best racing action of the day took place in the 125cc C class. Todd Rion pulled the holeshot at the start of the first moto but when the field came out of the back section for the first time it was Allen Kundrot leading Anthony Pocorobba, Mike Lampe, Kevin Lampe and Rion.

Pocorobba passed Kundrot over the middle double jump and took over the lead and then Mike Lampe passed Kundrot to take over second. Pocorobba pulled away and went on to win with Mike Lampe taking second and Kundrot third. Kevin Lampe finished fourth with Rion taking fifth.

Mike Lampe nailed the holeshot at the start of the second moto, followed by Greg Wright, Jeremy Fogg, Daniel Davis and Pocorobba. Pocorobba moved up to third but fell in a turn letting Fogg and Rion by.

Pocorobba soon recovered from his get-off and charged back through the field to move into second. Mike Lampe had built up a good-sized lead, but Pocorobba was whittling away that lead every lap. With just one lap to go, Lampe had a five-second lead, but Pocorobba turned on the afterburners and passed Lampe on the downhill just five-feet before the finish line to complete his sweep of the class. Mike Lampe's second earned him the same overall position as did Kundrot's third.

Results

P/W: 1. Tyson Hadsell (Yam); 2. Jonathan Pereyo (Yam); 3. Josh Faustino (Yam); 4. James Stewart (Yam); 5. Ronald Wilkes (Yam).
60: 1. Donald Leddy (Kaw); 2. Jessie Ballard (Kaw); 3. Jeremy Shuttleworth (Kaw); 4. Greg Landon (Kaw); 5. Jason Dubrueler (Kaw).
80 7-11: 1. Donald Leddy (Kaw); 2. Cory Willey (Hon); 3. Dallen McElhatten (Hon); 4. Chris Buck (Kaw); 5. Daniel Leddy (Suz).
80 12-13: 1. Jarrett Tipping (Kaw); 2. Anthony Pocorabba (Hon); 3. Wayne Wilkie (Kaw); 4. Joseph Haley (Kaw); 5. Jason Brown (Kaw).
80 14-15: 1. Chris Brown (Kaw); 2. David Scott (Hon); 3. John Burrell (Suz); 4. Josh Tinsley (Kaw); 5. Billy Lausberg (Kaw).
BEG: 1. Thernond Dewelley (Hon); 2. Ross Brinker (Kaw); 3. Dennis Bucky (Hon); 4. Carman Salvino (Suz); 5. Mark Thompson (Hon).
125 YTH: 1. Chris Brown (Suz); 2. Travis Blackburn (Kaw); 3. Dustin Rounds (Hon); 4. Mitch Spradlin (Hon).
125 C: 1. Anthony Pocorobba (Hon); 2. Mike Lampe (Hon); 3. Allen Kundrot (Hon); 4. Kevin Lampe (Hon); 5. Jeremy Fogg (Kaw).
125 B: 1. Dustin Rounds (Hon); 2. Mike Brillinger (Suz); 3. Travis Blackburn (Kaw); 4. Trey Small (Kaw); 5. Bobby Moriarty (Suz).
125 A: 1. Timmy Ferry (Kaw); 2. Chris Brown (Suz); 3. Ryan Dean (Suz).
250 C: 1. Allen Knudrot (Hon); 2. Bill Harris (Hon); 3. Steve Rodriguez (Hon); 4. Jon Grant (Hon); 5. Jay Holehueter (Hon).
250 B: 1. Mike Brillinger (Suz); 2. Bryan Able (Hon); 3. Chris Locke (Hon); 4. Cliff Giles (Hon); 5. Tom Boyland (Kaw).
250/500 A: . John Collins (Yam); 2. Chris Brown (Suz); 3. Jeff Lumpe (Hon); 4. Kevin Foley (Kaw); 5. Todd Gardner (Suz).
OPEN NOV: 1. Chris Locke (Hon); 2. Dale Keene (Hon); 3. David McWilliams (Hon); 4. David Smith (Hon); 5. Tor Ingebrigtsen (Kaw).
WMN: 1. Beth Rewis (Kaw); 2. Catherine Priest (Kaw); 3. Judy Adams (Kaw); 4. Sandi Rebando (Kaw); 5. Jackie Kelley (Kaw).
+25: 1. Kevin Foley (Kaw); 2. Jim Royko (Hon); 3. Dave Kuxhausen (Hon); 4. Rick Perry (Yam); 5. David Smith (Hon).
SR +30: 1. Kyle Tallent (Suz); 2. Dale Keene (Hon); 3. Roger Adams (Kaw); 4. Tony Gallardy (Kaw); 5. Donald Leddy (Yam).
SR +35: 1. Jeff Hughes (Kaw); 2. George Strickland (Suz); 3. Donald Leddy (Yam); 4. Terry Hoatland (Hon); 5. James Molellan (Hon).
SR +40: 1. Woody Strickland (Suz); 2. George Singler (Hon); 3. Al Gardner (Suz); 4. Charles Leching (Hon); 5. Tom Fogg (Hon).

Lee Cowie negotiates a section at the Cahokia Creek Vintage Trials.

Schmutzlers golden at Cahokia Creek Vintage Trial

By Don Schmutzler

WHITE CITY, IL, OCT. 28

A vintage trials meet was held in perfect fall weather at the Cahokia Creek Dirt Riders clubgrounds. Master trialsman Ron Scheller set up eight challenging but rideable traps that tested the skills of entrants in classes ranging from Rigid to Modern Classci.

Brian Slark, a veteran English trials rider, was on hand to give technical and riding advice.

The Schmutzler family was represented in numbers and logged three class wins. Dale Schmutzler topped the Modern Class B class, Quentin Schmutzler came out on top of the Premier Lightweight division, and Don Schmutzler Sr. finished first in the Rigid class.

Results

MOD CLASSIC A: 1. Gary Highfill (Hon); 2. Bob Hahn (Bul); 3. John Spencer (Bul).
MOD CLASSIC B: 1. Dale Schmutzler (Hon); 2. Don Schmutzler (Oss); 3. Harold Krummel (Odd); 4. M. Dale Schmutzler (Bul).
SPTSMN: 1. Randy Ramseier (Hod); 2. Gary Brennan (Oss); 3. Gary Hollowich (Hod); 4. Ray Tuggle (Bul).
PREM L/W: 1. Quentin Schmutzler (BSA); 2. Lee Cowie (Gre); 3. Tom Boyd (Gre).
RIGID: 1. Don Schmutzler Sr. (BSA).

Doherty sails at Santa Fe HS

By Phil Ellsworth

CARBONDALE, KS, OCT. 21

Tom Doherty brought home the first place money from the hare scrambles held at Santa Fe Trail Cycle Park. An overnight rain that held the dust down and moderate weather combined to make an excellent day for racing. The track was a fast 4.7-miles of grass track. abrupt elevation changes, and rock hard trails.

The field of 65 riders started in three rows and Shon Doughty holeshot the first wave closely followed by Bryan Minter and Doherty. Doherty used his big bore's power to catch Doughty on the next straight and started a duel that lasted for three laps. They bumped and swapped places until Doughty's bike broke, giving the lead to Doherty. He was never passed, and completed nine laps for the overall win. Minter hung on for second, followed by Randy Bayless and Vincent Davis.

In the Plus 30 class, Roger LeRette fired his bike with the third wave, but unfortunately everyone else in his class went in the second. He worked his way up to leader David Jeffery by the last lap and passed him to win by a length.

Plus 40 riders David Barkley and Dan Ward battled the whole race, with Ward pulling out the win on the last circuit.

Results

EX: 1. Tom Doherty (Yam); 2. Bryan Minter (Hon); 3. Randy Bayless (Yam); 4. Vincent Davis (Hon); 5. Stan Emerson (Hon).
80: 1. Steve Peine (Suz).
125: Roger Ward (Hon); 2. Ray Williams (Suz); 3. Scott Raine (Kaw); 4. Dale Graves (Suz).
200: 1. Tyler Phelps (Kaw); 2. Bruce Clarke (Kaw); 3. Philip Gordon (Kaw); 4. Justin McFarland (Kaw); 5. Mike Kruger (Kaw).
250: 1. Kevin Base (Hon); 2. Butch Taylor (Kaw); 3. Ron Shirrell (Hus); 4. Darren Franklin (Hon).
500: 1. Terry Gilliland (KTM); 2. Joe Ramirez (Hon); 3. John Isaacs (KTM); 4. David Rhoades (Hus); 5. Scott Rundell (Kaw).
PLUS 30: 1. Roger LeRette (Yam); 2. David Jeffery (KTM); 3. Phil Ellsworth (ATK); 4. Ken Fangohr (Kaw); 5. Ed Kasten (Yam).
PLUS 40: 1. Dan Ward (Yam); 2. Dave Barkley (ATK); 3. Steve Cruse (Yam); 4. Bill Snyder (Hon); 5. Terry Freeman (Kaw).
BEG D-1: 1. Todd Dicke (Kaw); 2. Troy Dodge (Kaw); 3. Dan Tyler (Kaw).
BEG D-2: 1. Steve Shearer (KTM); 2. Peter Sebelski (Yam); 3. Dan Martine (Yam); 4. Perry Keegan (Yam); 5. Darren Reeves (Kaw).

Coleman cooks at Altamont Motocross Marathon

By Nuklear Neukam

TRACY, CA, NOV. 4

Larry Coleman arrived at Altamont Raceway for the CMC MX-A-Thon in great spirits and departed in even a better mood after winning the Pro class.

Coleman shot into the lead of the Pro/Intermediate race and never looked back, except to see who he was lapping. Ben Bostrom quickly moved up to second with Randy Denton in tow. Ron Allen went down in turn one but remounted and was soon in fourth.

As Coleman flew away, Bostrom and Denton battled for second while Allen closed in on the dicing duo. By the mid-way point Allen had taken control of second, but after a fuel stop Denton assumed that spot with Bostrom third and Allen a close fourth. In the end Coleman had managed to lap all but Denton, who finished second as Allen scored third after Bostrom ran low on fuel and had to settle for fifth. Pat Gomm began the moto a lap down and was using the MX-A-Thon as a training session and was still able to advance to fourth.

Jerry King was racing for the first time in months after a shoulder injury and conquered the Intermediate class in fine fashion while Scott Dunleavy copped second place. Cory Lewis finished third with Alan Loredo and John McCapes rounding out the top five.

Results

PRO: 1. Larry Coleman (Kaw); 2. Randy Denton (Yam); 3. Ron Allen (Suz); 4. Pat Gomm (Hon); 5. Ben Bostrom (Hon); 6. Dan McDonnell (Hon).
INT: 1. Jerry King (Hon); 2. Scott Dunlavey (Yam); 3. Cory Lewis (Suz); 4. Alan Loredo (ATK); 5. John McCapes (Hon).
VET JR: 1. Jim Julson (Suz); 2. David Vogel (Hon); 3. Jay Bernaichi (Kaw); 4. Pat Laijm (Suz); 5. Doug Meyer (Kaw).
P/W: 1. Tony Benaichi (Suz); 2. Garrett Law (Yam).
60: 1. Jeff Northrop (Kaw); 2. Digger Smith (Kaw); 3. Chad Biel (Kaw); 4. Tyson Lacey (Kaw0.
80: 1. Terry Biel (Suz); 2. Nick Northrop (Suz); 3. Jeff Leiskopf (Yam).
125 JR: 1. Pernell Guiteriez (Yam); 2. Casey Jones (Suz); 3. Steve Humrich (Suz); 4. Mike Dennis (Kaw).
250 JR: 1. Eric Bostrom (Hon); 2. Scott Medley (Hon); 3. Steve Gary (Hon); 4. Greg Bunting (Suz); 5. John McCapes (Hon).
500 JRP: 1. Terry Repstadt (Hon); 2. Frank Sacher (KTM); 3. Jonas Smith (Hon).
125 BEG: 1. Mike Yacovetti (Kaw); 2. Rick Hoeppmer (Kaw0; 3. Patrick Grayham (Hon); 4. Jim Waters (Kaw); 5. Don Shepley (Kaw).
250 BEG: 1. Peter Zanzillo (Hon); 2. Tom Kane (Yam); 3. Casey Shott (Kaw); 4. Bill Wyman (Yam); 5. Bill Headrick (Kaw).
500 BEG: 1. John Newoehmer (Hon); 2. Randy Repstad (Hon); 3. Mike Hawkins (Suz); 4. Steve Sprong (ATK); 5. Tracy Folkman (Hon).

Mungo rips 'em at Gran Prix Raceway Motocross

By Peggy Adamic

CANAL FULTON, OH, OCT. 20

Mike Mungo piloted his Suzuki to 2-1 moto tallies en route to the 125cc C class win at Gran Prix Raceway in Canal Fulton.

Mungo was joined on the starting line by 14 other riders when the gate dropped to start moto one. Brent Abel powered his Honda into the lead to begin moto one with Mungo hot on his wheels. Mungo took the lead from Abel in turn two, but Abel retaliated and regained his lost lead through turn three. Dave Jones and Eric Klein chased the two front-runners from start to finish, as Abel motored his Honda to a six second lead at the checkered flag. Mungo, Jones and Klein were followed by Jason Howard.

Mungo blasted to the lead in moto two with Jones, Charlie Marinko and Abel in pursuit. Abel passed Marinko after two laps and moved in to challenge Jones. While in pursuit, Abel drove his machine through the outside of turn three where his front wheel stuck in some deep mud, sending Abel over the bars. Unhurt, Abel remounted near the rear of the pack. Mungo continued to pound his way around the course, as he took the checkered flag five seconds in front of Jones. Marinko, Howard and Klein rounded out the top five.

John Young rode his Cagiva to the double moto wins in the 250cc C class. Vince Broll jammed his Yamaha into turn one with Roland Heard, Chip Adams, Eric Seal and

Young in pursuit. Broll held his lead, as Young motored his machine towards the front of the pack, with Heard and Seal dicing for second. Adams dropped to fifth. Seal found himself on the ground, giving Heard some breathing room but only briefly, as Young moved in and passed Heard by mid moto. Heard followed Young past Broll with the early leader having to pick himself up off the ground a half lap later.

Heard chased Young through the checkers, with Adam in third. Seal and Tom Batton rounded out the top five. Young made it look easy in the second outing, as he grabbed the holeshot and never looked back, taking the wire-to-wire win. Heard followed Young in his start to finish romping, with Adams moving to within a half of a bike length to finish a close third. Batton and Warren Wilkinson chased the trio past the checkered flag.

Results

250: 1. John Young (Cag); 2. Roland Heard (Hon); 3. Chip Adams (Kaw); 4. Tom Batton (Hon); 5. Vince Broll (Yam).
OPEN B: 1. Mike Katin (Hon); 2. Chuck Bortz (Hon); 3. Tom Batton (Kaw).
250 B: 1. Dan Morgan (Hus).
PLUS 25: 1. Chuck Bortz (Hon); 2. Henry Hauenstein (Hon); 3. Brian Wagner (Hon); 4. David Johnson (Kaw); 5. Vince Broll (Yam).
SR 1: 1. Tom Cipullo (Cag); 2. Henry Hauenstein (Hon); 3. Rick Hopkins (Suz); 4. Ray Yutzey (Hon); 5. Jeff Scott (Yam).
SR 2: 1. Dan Morgan (Hus); 2. Joc Jacobs (Kaw); 3. Jerry Boyd (Hon); 4. Mike Backman (Hon).
250 A: 1. Bill Koleno (Hon); 2. Dave Knittle (Hon).
50: 1. Fred Purelli (Yam); 2. Chris Glover (Suz); 3. B.J. Wagner (Yam); 4. Troy Coventry (Suz).
JR MINI: 1. Jordan Saran (Kaw); 2. Steve Pfaff (Hon).
SR MINI: 1. Bryan Bellinger (Kaw); 2. Josh Dudley (Kaw); 3. Jason McGuyrt (Kaw); 4. Shawn Rohr (Yam); 5. Scott Frazier (Kaw).
SCHBY: 1. Jim Larkman (Yam); 2. Brent Abel (Hon); 3. T.J. Somers (Suz); 4. Jarvis Wyatt (Kaw); 5. Dan Kennedy (Kaw).
125 A: 1. Phil Gauther (Yam).
125 B: 1. Larry Bellman (Hon); 2. Dave Kacmar (Hon); 3. Kevin Burkey (Hon).
125 C: 1. Mike Mungo (Suz); 2. Roland Heard (Hon); 3. Charlie Marinko (Suz); 4. Jason Howard (Kaw); 5. Eric Klein (Kaw).

Buck overalls Big Red Enduro

By Karen Lynn

WHITE CITY, IL, OCT. 14
Dan Buck ran away with the overall low score at the 28th Annual Big Red Enduro. Buck dropped 42 points on a short but demanding course to beat class rival Steve Hardine in the 200cc A class.

On a beautiful fall day with the temperature in the 70s and the trails in great shape, nearly 100 riders came to do battle on the 75-mile course.

The first 13.9 miles proved to be nasty for all the riders. Tight trails with many logs and creek crossings proved to be a handful for most everyone.

Brian Erwin overalled the B class, besting local Simon Pomatto by 40 points.

Other class winners included John Spencer who won the Vintage class with Ray Tuggle in tow.

Jim Frizzo easily out-distanced Lance Martin for the Four-Stroke class win.

Results

O/A A: 1. Dan Buck.
O/A B: 1. Brian Erwin.
200 A: 1. Dan Buck (Kaw); 2. Steve Hardin (Kaw); 3. Roger McCormick (Kaw); 4. Vince Throckmorton (Hon); 5. Mike Helsel (Kaw).
250 A: 1. Brian Niehaus (Yam); 2. Rick Ingold (Hon); 3. Jay Hall (Hus); 4. Jeff Mezosi (Hon); 5. Dave Pucharich (Hon).
OPEN A: 1. Terry Gerken (Hus); 2. Dan Lingenfelter (Hon); 3. Tim Van Brooker (Hus).
SR A: 1. Everett Shinault (Hon); 2. Dick Rohda (ATK); 3. Rick Carpenter (Suz).
4-STRK: 1. Jim Frizzo (Suz); 2. Lance Martin (Hon); 3. Tim Christensen (Hon).
200 B: 1. Kevin Croner (Kaw); 2. Geo Wills (Kaw: 2. Kevin O'Brian (Kaw); 4. Miek Frizzo (Yam); 5. Tom Lange (Hus).
250 B: 1. Brian Erwin (Suz); 2. Simon Pomatto (Hon); 3. Dan Domoey (KTM); 4. Tim Berry (Yam); 5. John Gepford (KTM).
OPEN B: 1. Ron Champion (KTM); 2. Dave Stuart (Hus); 3. Chris Norton (Hon); 4. Tony Thompson (Yam); 5. Derek Martin (Kaw).
SR B: 1. Roger McKee (Kaw); 2. Rich Roth (Hon); 3. Dale Vandeven (Suz); 4. Jim Cordray (Kaw); 5. Mike Brubaker (Kaw).
S/SR: 1. Larry Hayes (ATK); 2. Jerry Weseloh (Hus); 3. John Cygnor (Kaw); 4. Ron Throckmorton (Cag).
VINT: 1. John Spencer (Bul); 2. Ray Tuggle (Bul); 3. Steve Yarbrough (Pen); 4. Quentin Schmutzler (Gre); 5. Harold Krummel (Oss).

DeVane wins at Motocross of Marion County

By Kyle Myers

REDDICK, FL, OCT. 28
Round seven of the AMA-WorldSports Florida Gold Cup Series was held at Motocross of Marion County, with the most action taking place in the 250/500cc A class, which was won by Vince DeVane.

When the gate dropped for the first moto, Kevin Foley rocketed into the lead with Jim Royko, Todd Gardner, Chris Brown and John Collins in his wake. DeVane jumped past Collins on the opening lap, then DeVane and Brown passed Gardner over a small double jump. Two turns later Foley slid out in a corner, with Royko, DeVane and Brown getting by. Then DeVance passed Royko, and a short time later Royko fell in a turn.

DeVane closed in on Brown and they were bumping in every turn. Earl May worked up from a bad start and passed Foley in a turn while behind Gardner and Jeff Lampe were battling for fifth. With one lap to go Lampe passed Gardner, while DeVane and Brown still battled for the lead. When the checkered flag came out it was DeVane with the win followed by Brown, May, Foley and Lampe.

Moto two saw Collins rip the holeshot with DeVane, Ricky Lee, Rick Chew and Brown behind. Brown and May quickly passed Chew, then Brown passed Lee with May following. DeVane passed Collins on a jump, while Collins, Brown and May were battling for position. Brown passed Collins on the small tabletop, while May passed Collins in the sweeper. At the finish it was DeVane with the moto and overall win followed by Brown, who just held off May, then Collins and Foley.

Results

P/W: 1. Tyson Hadsell (Yam); 2. Scott Perry (Yam); 3. Josh Faustiao (Yam); 4. Tanner Mathis (Yam); 5. James Stewart (Yam).
60: 1. Donald Leddy (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Jessie Ballard (Kaw); 4. Greg Landon (Kaw); 5. August Lausbers (Kaw).
80 7-11: 1. Ricky Carmichael (Kaw); 2. Donald Leddy (Kaw); 3. Darren McElhattan (Hon); 4. Daniel Leddy (Suz); 5. Kenneth Jones (Hon).
80 12-13: 1. Jason Sybert (Hon); 2. Anthony Pocorobba (Hon); 3. Jarrett Tipping (Kaw); 4. Mack Perry (Kaw); 5. Shane Hanna (Suz).
80 14-15: 1. Tony Haynes (Kaw); 2. Chris Brown (Kaw); 3. Greg Gaitanis (Kaw); 4. David Scott (Hon); 5. Mike Hallal (Hon).
125 YTH: 1. Chris Brown (Suz); 2. Travis Blackburn (Kaw); 3. Josh Latina (Kaw); 4. Dustin Rounds (Hon); 5. Mitch Spradlin (Hon).
125 C: 1. Anthony Pocorobba (Hon); 2. Jeremy Fogg (Kaw); 3. Kevin Armstrong (Kaw); 4. Brian Layle (Hon); 5. Todd Rion (Hon).
125 B: 1. Travis Blackburn (Kaw); 2. Lonny Bischoff (Hon); 3. Josh Latina (Kaw); 4. Dustin Rounds (Hon); 5. Tom Boyland (Kaw).
125 A: 1. Chris Brown (Suz); 2. Vince DeVane (Hon).
250 C: 1. Bill Harris (Hon); 2. Todd Rion (Hon); 3. Allen Kundrot (Hon); 4. Erick Claisse (Hon); 5. William Lewis (Hon).
250 B: 1. Michael Brillinger (Suz); 2. Bryan Able (Hon); 3. Brian Kohl (Kaw); 4. Tom Boyland (Kaw); 5. David Kuxhauser (Hon).
250 A: 1. Vince DeVane (Hon); 2. Chris Brown (Suz); 3. Earl May (Yam); 4. Kevin Foley (Kaw); 5. Ricky Lee (Hon).
BEG: 1. Tom Smith (Hon); 2. Carmen Salvino (Suz); 3. Bernardo Castro (Kaw); 4. Dennis Bucky (Hon); 5. Patrick Johnson (Yam).
WMN: 1. Beth Rewis (Kaw); 2. Kim Sybert (Hon); 3. Catherine Priest (Kaw); 4. Judy Adams (Kaw); 5. Dean Joiner (Kaw).
OPEN NOV: 1. Mike Wilshaw (Hon); 2. Chad Chanecy (Hon); 3. Donald Pataky (Kaw); 4. Randy Baifield (Kaw); 5. Dean Dyess (Kaw).
+25: 1. Earl May (Yam); 2. Jim Royko (Hon); 3. Rick Perry (Yam); 4. Brian Kohl (Kaw); 5. David Kuxhausen (Hon).
SR +30: 1. Donald Leddy (Yam); 2. Carl Davis (Yam); 3. Jon Heidenthal (Suz); 4. Dave Wagner (Yam); 5. Roger Adams (Yam).
SR +35: 1. Donald Leddy (Yam); 2. David Ellis (Hon); 3. George Strickland (Suz); 4. Jeff Hughes (Kaw); 5. John Bekanich (Kaw).
SR +40: 1. Randy Tillery (Hon); 2. Al Gardner (Suz); 3. Charles Lehing (Hon); 4. Robert Daniels (Suz); 5. Michael Martinez (Hon).

Wilson wins Thunder Ridge HS

By Jim Congden

SOUTH EDMESTON, NY, OCT. 21
Don Wilson won the Veteran class in the last event of the New York State Hare Scrambles Series, giving him the overall for the year. As was the case in six other classes the year-end title was still up for grabs coming into the last race.

A nice fall day brought out about 120 riders, including a few racing for the first time. As usual, the Thunder Ridge track had been changed since the last race. Some new technical sections combined with muddy ground and fallen leaves made the 7.5-mile course one of the toughest of the series.

Don Wilson was fifth in the first turn but moved up to second by the time the trail left the motocross track and went into the woods. Dale Stone, who had been ahead in points early in the year and who still had a chance at the series victory, was right behind in third. Stone kept the pressure on and both he and Wilson passed the leader halfway around the first lap. Warren Primmar and Larry Wilson, Don's brother, ran together for the first two laps, moving in on Stone at times. After dicing for a while Larry Wilson passed Warren Primmar on a muddy uphill and went on to get third place. Don Wilson finished first with Dale Stone two minutes behind in second.

Results

EX: 1. Ethan Goodrich (KTM); 2. Pat Anderson (KTM); 3. Rich Daly (Suz); 4. Brian Russell (Kaw); 5. John Allen (Kaw).
INT EX: 1. Dave McCall (Kaw); 2. Jerry Cerio (Suz); 3. Art Trombley (Hon).
VET B: 1. Donald Wilson (Yam); 2. Dale Stone (Yam); 3. Larry Wilson (Hon); 4. Warren Primmar (Hon); 5. Jim Congden (KTM).
SR: 1. Jim Spencer (Hon); 2. Bruce Miller (Hon); 3. Ted Grabowski (KTM); 4. Joe Arcesi (Hon); 5. Gary Brown (Hon).
200 AM: 1. Bob Berinnger (Kaw); 2. Jim Winder Jr.
250 AM: 1. Jarod Bierly (Kaw); 2. Neil Kinsley (Suz); 3. Dean Dubois (Suz); 4. Eric Peckham (Hus); 5. Brian Ward (Hon).
OPEN AM: 1. Shane Brown (KTM); 2. Harold Bowen (Hon); 3. Jeff Congden (Hon); 4. Larry Manser (KTM); 5. Ron Thompson (Hon).
MINI: 1. Keith Wilson (Suz); 2. Chris Belles (Kaw); 3. Scott Rich (Kaw); 4. Tim Evans (Suz).
200 NOV: 1. Russ Weist (Kaw); 2. Robert Knapp (Kaw); 3. Kevin Welch (Suz); 4. Duane Manzer (Kaw); 5. Don Sileo (Kaw).
250 NOV: 1. Andrew Davis (Suz); 2. Doug Welch (Suz); 3. Steve Van Etten (KTM); 4. Tom Dougherty (Hon); 5. David Dunn (Yam).
OPEN NOV: 1. John Steiner (Suz); 2. Joe Misko (Hon); 3. Steve Neurs (Suz); 4. Alan Stellman (Kaw); 5. Jeff Rincavage (Hon).

Lopes lands Lodi Rough Scrambles win

By Bill Spencer

LODI, CA, OCT. 27
It was another great night of racing at the Lodi Cycle Bowl, as 212 riders attended. Francis Lopes was the winner of the Vet A class over Jerry Brandt on the Concord Yamaha special. John Tavis and Al McGehee both had their troubles with starter Gerry Carr, who explained in great detail, "Don't cheat the line."

Pee Wee competition was another great show for the fans with David Cassin the winner over Brandon George in the B division and Mike Erl over Matt Francis in the C class.

Andy Hansen was overall 60cc winner with Casey Yarrow tops in the C class over Mike Patterson.

Another big 250cc C class saw Denny Kritzer the winner with Don Tofft second in the first division, while Justin Ownby topped the second running over Randy Medley.

Chris Carr was quietly the best in the Four-Stroke class, winning by many seconds, with Mike Delacy first in the B class over Don Shipley. Dave Worthen topped the C Four-Stroke class.

Eric Bostrom survived the bashfest 80cc A race with Don Hart second over Shawn Russell and Cory Yarrow.

Monty Ownby won the 250/Open B tour that saw Kenny Roberts, Jr. ride and crash, remount, crash and remount to finish third. The combined 80cc B/C class saw 11-year-old Kurtis Roberts in his first organized competition. The YZ racer took third in the heat, but got T-boned in the main. Mike Soulier won yet again in the B class, while Dan Martin won the C class over Mike Eaglebrech.

Results

P/W B: 1. Dave Cassin (Yam); 2. Brandon George (Yam).
P/W C: 1. Mike Erl (Yam); 2. Matt Francis (Yam).
VET A: 1. Fran Lopes (Hon); 2. Jerry Brandt (Yam); 3. John Tavis (Hon).
VET B: 1. Ray Harold (Hon); 2. John Madrid (Suz).
60 B: 1. Andy Hansen (Hon).
60 C: 1. Casey Yarrow (Kaw); 2. Mike Patterson (Kaw).
250 C D-1: 1. Denny Kritzer (Kaw); 2. Don Tofft (Hon); 3. Dennis Oberlund (Suz).
250 C D-2: 1. Justin Ownby (Kaw); 2. Randy Medley (Suz); 3. Dave Lesuer (Hon).
4-STRK A/B: 1. Chris Carr (H-D); 2. Mike Delacy (Hon); 3. Don Shipley (ATK).
4-STRK C: 1. Dave Worthern (Hon).
80 A: 1. Eric Bostrom (Kaw); 2. Don Hart (Kaw); 3. Shawn Russell (Yam).
250 A:1. Kelly Andris (Suz); 2. Alex Jorgensen (Suz); 3. Ben Bostrom (Hon).
PP: 1. Rhonda Cruse (Yam); 2. Debbie Banin (Suz).
OT A/C: 1. Mark Muscio (Yam); 2. Charlie Pahel (Hon); 3. Doyle Cook (Ric).
VINT 1: 1. Jim Mahoney (Hon); 2. Mike Atkins (BSA); 3. Doyle Cook (Ric).
250/OPEN B: 1. Monty Ownby (Suz); 2. Billy Arbogast (Yam); 3. Danny Hart (Kaw).
OPEN A: 1. Tory Bostrom (Hon); 2. Dan McDonnell (Hon); 3. Chris Carr (Suz).
VET C: 1. Kim Daruazchi (Suz); 2. Tony Souza (Yam); 3. Steve Terry (Hon).
80 B: 1. Mike Soulier (Kaw).
80 C: 1. Danny Martin (Suz); 2. Mike Eaglebrech (Kaw).
OPEN C: 1. Randy Medley (Hon).
125 B: 1. Eric Bostrom (Hon).
125 C: 1. Justin Ownby (Kaw); 2. Brian Barrington (Suz); 3. Sammy Solari (Hon).

Paladino powers to Altamont Supercross win

By Nuklear Neukam

TRACY, CA, OCT. 27
Danny Paladino took a decisive win in the 125cc Pro class at Altamont Raceway.

Paladino began the first moto dicing with Scott McElroy until McElroy clipped a hay bale on the third lap and dropped back. Paladino flew to the win as McElroy, who had trouble regaining his rhythm after hitting the bale, held on for second. Pat Bennet finished third while Brett Comer followed in for fourth with Dale Rayzor and Chris Ward rounding out the top six.

Paladino powered into the early lead of moto two and never looked back as he went on to the win. Bennet and McElroy battled for second for the first few laps and by the time McElroy took control, Paladino was long gone. A pair of seconds earned McElroy second overall. Comer was able to advance to third by the checkered flag with Bennet fourth.

Gary Jaehne roosted to both Vet Junior class wins for the overall victory while Alex Chellew conbined a fourth and a second for second overall. A pair of thirds gave Shane Wright third overall.

The Pee Wee class was as small as the participants but one of the favorite races of the evening. Christopher Loredo won both motos for the overall victory but Kellen Chadwick proved he was a force to be reckoned with. Chadwick appeared to be headed for sure victory in the first moto until he crashed half-a-lap from the checkered flag and had to settle for second. He kept the pressure on Loredo throughout moto two but couldn't find the magic line to sneak by and had to settle for second and second overall.

Results

Danny Paladino (Suz); 2. Scott McElroy (Suz); 3. Brett Comer (Hon); 4. Pat Bennet (Suz); 5. Chris Ward (Suz).
P/W: 1. Christopher Loredo (Yam); 2. Kellen Chadwick (Itj).
60: 1. Chad Biel (Kaw); 2. Tyson Lacey (Kaw).
80: 1. Terry Biel (Suz); 2. Chad Burleson (Hon); 3. Brian Jenkins (Hon).

Terry Bainbridge was the overall winner at the Bastrop Hare Scrambles.

125 BEG: 1. Mike Berta (Hon); 2. Patrick Grahm (Hon); 3. Charles Cromling (Hon); 4. Susan Lee (Kaw).
125 JR: 1. Jamie Haskins (Hon); 2. Jeff Becker (Kaw).
125 INT: 1. Mark Klauser (Kaw).
250 BEG: 1. Bobby Deason (Suz); 2. Dan Haley (Yam); 3. Brian Meloy (Hon).
250 JR: 1. Kevin Wise (Suz); 2. Doug Johnson (Kaw); 3. Billy Carter (Kaw); 4. Dave Zollo (Suz).
VET JR: 1. Gary Jaehne (Kaw); 2. Alex Chellew (Yam); 3. Shane Wright (Hon); 4. Dave Zollo (Suz); 5. Mark Biel (Suz).

Bainbridge slices to Bastrop Hare Scrambles win

By Tom Tysl

BASTROP, TX, OCT. 21
Terry Bainbridge used his mud riding ability to win the overall points and Kent Howerton captured top pro money at race three of the South Texas Hare Scramble Series at Bastrop.

The Trail Riders of Houston put together a six plus mile loop that had all of Saturday's practice riders raving about how great it was. But a steady rain started to fall in the early morning hours and continued through the first two events on race day.

As the Pro-Expert classes left the line the rain stopped and the race was on as Howerton won the drag race to a slippery turn one followed by John Rodes, Sam Knowlton, John Maldonado, Bainbridge and Shaun Martin. At the end of lap one Howerton led Rhodes, with Jon Bennet third and that was the finish order of the Pro class. The real race, however, was with the Expert class.

Bainbridge used experience to pass all the other pros and try to catch Howerton on the muddy track, but it was not to be. By lap four Howerton led by three minutes over Bainbridge, who had 90 seconds on Knowlton in third with Martin fourth overall.

"I liked it out there, it's my kind of stuff," said Bainbridge "I'm sorry they rerouted around the clay hill on the third lap, I liked it!"

On the white flag lap Rodney Bartsh slipped past Martin to nail down second in the Open A class behind Knowlton as Bainbridge took the overall Amateur award.

The 60cc class had fun in the mud as the one-hour race was run in a driving rain. Drew Dunbar got the holeshot over Jason Childre, Lance Smith, and Brian Johnson, and by the start of lap three Dunbar led by 35 seconds over Smith with Johnson just 10 seconds back in third. The pack circled the track throwing mud at each other without changing positions for 40 minutes, then with three laps to go Smith pulled up on Dunbar's rear wheel, but try as he could he didn't make the pass stick. Dunbar claimed first with Smith second and Johnson third.

Results

O/A: 1. Terry Bainbridge.
PRO AA: 1. Kent Howerton (Hon); 2. John Rhoades (Hon); 3. Jon Bennet (Kaw).
OPEN A: 1. Sam Knowlton (Hon); 2. Rodney Bartsh (Kaw); 3. Chaun Martin (Yam).
OPEN B: 1. Wayne Rabel (Hon); 2. Dwayne Carleton (Kaw0; 3. Lee Swindler (Hon).
250 B: 1. Tommy Fabregas (Hon); 2. Mark Vickers (Hon); 3. Scott Schuster (Kaw).
200 B: 1. Gary Windham (Kaw); 2. Alan Kissee (Kaw); 3. Emmett Smith (Kaw).
125 B: 1. Robert Hodde (Kaw); 2. Eric Wiegel (Yamm); 3. Tim Hodges (Kaw).
OVER 30: 1. P'nut Baird (Yam); 2. Fred Prastic (Hon); 3. Paul Meyer (KTM).
OVER 40: 1. Nick Nickelson (ATK); 2. Ferdinand Hroch (Hon); 3. Bill Canion (KTM).
4-STRK: 1. Steve Weslik (Hon); 2. Eddie Harrison (Hon); 3. Sanee Tabassi (Hon).
OPEN C: 1. Eddie Stevens (Yam); 2. Michael Walker (Kaw); 3. Nick Benefield (Yam).
JR BOYS: 1. Sean Thomas (Kaw); 2. Damon Kerr (Kaw); 3. Eddie Sunila (Hon).
80: 1.Michael Cole (Yam); 2. Brian Canion (Kaw); 3. Jeff O'Leary (Yam).
600: 1. Drew Dunbar (Yam); 2. Lance Smith (Kaw); 3. Brian Johnson (Kaw).
50: 1. Brent Kunol (Yam); 2. Jennifer Johnson (Itj); 3. Michael Parks (Yam).
WMN C: 1. Becky Collins (Kaw); 2. Andrea Paxton (Kaw); 3. Aimee Smith (Yam).
WMN A: 1. Christine Hudspeth (Hon).

LOCAL EVENTS

Bill Malone (35) and Dennis Middleton (79) get the jump and lead a pack of riders through the first turn during Racing Enterprises MX action at Carlsbad Raceway.

Doggett devastates Carlsbad MX

By Dave Burgess

CARLSBAD, CA, NOV. 3
Suzuki-mounted Gary Doggett claimed the overall victory in the Old Timers Expert class at the Racing Enterprises' Saturday motocross at Carlsbad Raceway. When most people are considering retirement and golf, the "Old Timers" Novice, Intermediate and Expert riders are thinking motocross, and they provide some of the most exciting action of the day.

At the start of moto one, it was expert rider Gene Phelps with the lead, and Doggett buried in midpack. Phelps was setting a fast pace, as Doggett began his charge to the front, Doggett reached second and was about to challenge for the lead when Phelps crashed in the whoops. Phelps was slow in getting up, as Doggett inherited the lead which he stretched to the checkered flag.

In moto two, it was Phelps, once again, in the lead followed by Doggett. The two stayed close together until lap four when Doggett stuffed his way into first. Phelps stayed with Doggett until the end of the moto when he began to fade. At the checkered flag it was Doggett with two moto wins for the overall followed by Phelps who claimed second overall.

In the Old Timer Novice class it was Mike Stell taking the overall win with perfect moto finishes, but it didn't come easy. At the start of moto one it was Stell with the holeshot followed by Robert Berdyck and Chuck Caston. The three riders were never more than a bike length apart for the first three laps. Stell slowly began to pull away. Caston made repeated attempts to catch and pass Berdyck, but it would never come. At the checkered it was Stell, followed by Berdyck and Caston.

In moto two it was again, Stell out in front with Berdyck and Caston right behind. Caston turned up the wick, and flew past Berdyck and began to challenge Stell. Caston began showing Stell his front wheel in the corners. The two mixed it up for two laps, until Caston fell off the pace and settled for second. At the checkered flag it was Stell, followed by Caston, claiming second and second overall, and Berdyck holding on for third.

Results

80 BEG: 1. Manny Arias (Yam); 2. Craig Rood (Suz); 3. Chris Hardison (Kaw).
80 NOV: 1. John Conrad (Yam); 2. Brian Rodriquez (Suz).
80 INT: 1. Ty Kady (Kaw); 2. Larry Linkogle (Kaw).
125 BEG: 1. Steve Fulgham (Suz); 2. Ron Schoonover (Kaw); 3. Brian Hubert (Hon).
125 NOV: 1. Ty Kady (Kaw); 2. Greg Grieshaber (Kaw); 3. Kevin Kaipiak (Kaw).
125 INT: 1. Joe Tuttobene (Suz); 2. Chad Doggett (Kaw); 3. Steve Sequeira (Hon).
125 PRO: 1. Jim Chamberlain (Suz); 2. Charles Love (Kaw).
250 BEG: 1. Troy Archer (Yam); 2. Ken Mallow (Kaw); 3. Marshall Dunhan (Kaw).
250 NOV: 1. Price St. Clair (Hon); 2. Chris Verboom (Hon); 3. Gene Prida (Yam).
250 INT: 1. John Sullivan (Hon); 2. Jason McCormick (Hon); 3. Greg Giddings (Kaw).
250 PRO: 1. Jake Twist (Kaw).
500 BEG: 1. John Tookey (Kaw); 2. Matt Cornforth (Hon); 3. Dave Burgess (Hon).
500 NOV: 1. Ron Wilson (Hon).
500 INT: 1. Robert Failing (Hon); 2. Todd Freistat (Hon); 3. Michael Wygant (Hon).
VET BEG: 1. John Dudas (Yam); 2. John O'Grady (Hon); 3. Chuck Barber Jr. (Kaw0.
VET NOV: 1. Jeff Gray (Hon); 2. Nick Costello (Hon); 3. Michel Landegent (Hon).
VET INT: 1. Ron Fisher (Hon); 2. Jim Beaty (Hon); 3. Gary Scott (Yam).
VET PRO: 1. Jim Odle (Hon); 2. Daniel Davalos.
25-29 BEG: 1. Bob Prida (Suz); 2. Doug Schweizer (KTM); 3. Rusty Nowka (Hon).
BOMBER: 1. Robert Failing (Yam).
VET EX: 1. Robert Failing (Hon); 2. Craig Brehan (KTM).
OT NOV: 1. Mike Stell (KTM); 2. Chuck Caston (Hon); 3. Robert Berdyck.
OT INT: 1. Bill Malone (Hon); 2. Ira Meiberger (Hon); 3. Dennis Middleton (Kaw).
OT EX: 1. Gary Doggett (Suz); 2. Gene Phelps (Suz).

Segedy slides to win at Mathias Short Track

By T.L. Coss

NEW PHILADELPHIA, OH, OCT. 27
Ian Segedy, the season's leader in Open class competition at Mathias Raceway, took on challenger Andy Stratton at the big-purse benefit race and won.

The feature saw an even start with six bikes coming off the front line together all the way to rurn one. Segedy maneuvered his Stark/H.O.G.-sponsored Harley in and out of traffic and broke away to a strong lead. Stratton and Eric Thorla mixed it up for second until John Carl dove past Thorla and held him off. Meanwhile Stratton worked unsuccessfully at closing the gap on Segedy, who had managed a half-track lead. Thoral retook third from Carl, while David Arnold and Jim Beck waged their own battle behind.

The 50cc Mini class saw Kyle Barker handily win the heat race over K.C. Knodel. Knodel pulled the holeshot in the final with Barker on the move behind. Derek Espenshied tried to move away with third, but Tyson Leggett and Mike Miller were busy closing the distance. Knodel was long gone with Barker in pursuit but unable to gain on Knodel. Miller, Leggett and Espenshied diced for third, eventually finishing in that order with another three-way battle behind for sixth place between Dan Miller, Ricky Dunn, and Troy Coventry.

In 250cc action, Jamie Inch tried to put some space between himself and the rest of the pack, but Kenny Arnold pressured him throughout the race. Despite Arnold's attempts to find a new line, Inch was always there first. David Arnold and Paul Covert slugged it out for third with Arnold holding on for the finish.

Knobby class action saw some heated contests between brothers Marcus and Brock Sellards. Marcus took the Lightweight Knobby honors, holding off Roger Chester by half a wheel at the line, while Brock mastered the Ultralight class.

Results

OPEN ST: 1. Ian Segedy; 2. Andy Stratton; 3. Eric Thorla; 4. John Carl; 5. David Arnold.
250 ST: 1. Jamie Inch; 2. Ken Arnold; 3. David Arnold; 4. Paul Covert.
50: 1. K.C. Knodel; 2. Kyle Barker; 3. Mike Miller; 4. Tyson Leggett; 5. Derek Espenshied.
L/W KNOBBY: 1. Marcus Sellards; 2. Roger Chester; 3. Brock Sellards; 4. Bernie Bellinger.
ULT/L KNOBBY: 1. Brock Sellards; 2. Marcus Sellards; 3. Bryan Bellinger; 4. Craig Milligan; 5. Bob Milligan.
H/W KNOBBY: 1. Roger Chester; 2. Dale Sondles.
OPEN CONVERSION KNOBBY: 1. Dale Sondles; 2. Ken Arnold.

Moore, Westcott clean up at Dallas Trial

By R.D. Allman

DALLAS, TX, NOV. 4
Oklahomans Shan Moore and Jim Westcott won their respective classes at the observed trials hosted by the North Texas Trials Association. Moore scored a four-point victory in the Championship class over Mike McLaughlin. McLaughlin had his hands full, not only trying to catch Moore, but also trying to fend off Richard Billings. Billings tied McLaughlin for second but lost out in the tie-breaker.

The Championship class riders not only had to contend with challenging sections but also Mother Nature as a heavy rain fell all morning, making the rock ledges and drop-offs extremely tricky to negotiate.

In the Expert class, Westcott topped Ed Meado. Billy Traynor waged an intense battle with Todd Freeze for third. Both riders were in sight of the leaders but were content to stage their own two-man duel with Traynor edging out Freeze by one point.

Results

C'SHIP: 1. Shan Moore (Fan); 2. Mike McLaughlin (Bet); 3. Richard Billings (Fan).
EX: 1. Jim Westcott (Fan); 2. Ed Meado (Fan); 3. Billy Traynor (Bet).
INT: 1. Colin Botha (Bet); 2. Kevin Hobbs (Yam); 3. David Fraga (Bet).
AM: 1. Keith Housewright (Fan); 2. Ray Roblin (Fan); 3. Mark Hogan (Apr).
NOV: 1. Ben David (Bet); 2. Darrell Cain (Fan); 3. Vance Lamm (Yam).

Caplinger captures Belleville Hare Scramble win

By Arlene Hejlek

BELLEVILLE, IL, OCT. 28
Chris Caplinger pulled off a flawless victory with his second consecutive overall win in the Missouri Hare Scrambles Series at Belleville Enduro Team.

Caplinger took the holeshot and rode in the number one spot for 12 laps on the 3.9-mile course.

Mark Greenley and Rusty Reynaud fought for second position, with Greenley taking the honors at the end of the two hours. Reynaud was using a borrowed bike and couldn't get a rhythm going on the numerous strip hills and mounds. Fourth place finisher Greg Surdyke wowed the spectators with his flat track slide around the last turn of the motocross section of the course. He topped it off by high-siding. Dwane Miinch and Leigh Letellier diced for fifth position with Miinch out front at the end.

Four-Stroke winner Chris Graber ran away with the lead and finished in the top 10 overall, while Chuck Cannon did the same in the 125cc class.

Keith Kibott rode the last lap with an eye to the rear and was able to hold off George Wills to take the 200cc class win.

Mitchell Deimund was tickled to take the win for the day and first place in the series in the Open class.

Terry Wisecup took the holeshot in the Senior class but had to pit early in the race to secure a foot peg that was falling off. Bob Caplinger passed and took first and Rick Whelove second, but Wisecup was able to hold on to third position.

Results

O/A: 1. Chris Caplinger (Yam); 2. Mark Greenley (Yam); 3. Rusty Reynaud (Yam); 4. Greg Surdyke (Hbg); 5. Dwane Miinch (Hon).
EX: 1. Mark Greenley (Yam); 2. Rusty Reynaud (Yam); 3. Greg Surdyke (Hbg); 4. Dwane Miinch (Hon); 5. Leigh Letellier (KTM).
OPEN: 1. Mitchell Deimund (Hon); 2. James Osborn (Hon); 3. Jay Williams (Kaw); 4. Stephen Wiedau (Yam); 5. Tom Simmons (Hon).
250: 1. Dwight Maggard (Yam); 2. Allen Haynes (Yam); 3. Rodney Oiler (Hon); 4. Kevin Borts (Kaw); 5. Tom Summers (Yam).
200: 1. Keith Kibort (Kaw); 2. George Wills (Kaw); 3. David Dellingham (Kaw); 4. Charles Meyers (Kaw); 5. Tom Wiedmann (Kaw).
125: 1. Chuck Cannon (Kaw); 2. Chris Huff (Hon); 3. Shawn Taylor (Hon); 4. Rich Caviness (Kaw0; 5. Gregg Scott (Yam).
4-STRK: 1. Chris Graber (ATK); 2. Mike Heavens (Suz); 3. Cornell Porter (Hon); 4. Don St. John (Yam); 5. Dale Griesinger (Hon).
SR: 1. Bob Caplinger (ATK); 2. Rich Whelove (KTM); 3. Terry Wisecup (Kaw); 4. Jim Ortballs (KTM); 5. Rick Carpenter (Suz).
S/SR: 1. Paul Taylor (Hon); 2. Darrell Jung (Yam); 3. Binney Adams (Kaw); 4. Jim Letellier (KTM); 5. Carl Donelson (ATK).
VINT: 1. Charlie Spann (BSA); 2. David Dawdey (Hon); 3. Steve Yarbrough (Hus); 4. John Hoeffken (Hon).
JR: 1. Mike Leighti (Suz); 2. David Wilfong (Hon); 3. Jason Counts (Kaw).
BEG: 1. Tod Beech (Hon); 2. John Hopkins (Yam); 3. Mike Cahdreice (Suz); 4. Ed Kasten (Yam); 5. Bruce Kasten (Hus).

Bjorkman takes Inland ST finale

By Greg Booth

SAN BERNARDINO, CA, OCT. 20
Loren Bjorkman piloted his Thuet-powered Yamaha to a wire-to-wire victory in the last main event of 1990 at Inland Short Track.

A good turnout of riders saw Mark Bailey win the first heat and Bjorkman the second. Bjorkman got the holeshot in the main and was never challenged. Rick Reed, who is always a threat, finished second, while Carlsbad regular Rick Schroeder finished third.

Mark Ledbetter, who had won the Carlsbad Short Track the previous week, continued his win streak with a main event victory, but not without some fierce competition from Bonnie Boss and Jeff Hoeppner. It took a last-lap effort for Ledbetter to pass Goss for the win.

Results

OPEN: 1. Loren Bjorkman (Yam); 2. Rick Reed (Yam); 3. Rick Schroeder (Suz); 4. Dennis Voll (Suz).
250: 1. Mark Ledbetter (Kaw); 2. Ronnie Goss (Kaw); 3. Jeff Hoeppner (Yam).

Johnson jams in OIR MX win

By Peggy Adamic

RAVENNA, OH, OCT. 28
Steve Johnson ripped both motos of the combined 125/250cc Expert class, scoring perfect 1-1 moto finishes at Ohio International Raceway MX in Ravenna. Among the many highlights of the day was the annual running of the long jump contest, as well as the yearly women's Powder Puff race. Despite a chilly northeastern Ohio day, nearly 200 riders turned out for this event, which also was the track's final motocross event of the season.

Eighteen expert riders lined the gate, as Johnson powered his Suzuki off the line and through turn one to begin moto one. Honda-mounted Bill Koleno and Tim Conti chased Johnson with Pro motocrosser David Hand following the trio. The group held their positions, as Mike Boggia and veteran pro Gary Semics motored toward the front line. Conti began to fade as Boggia passed Hand. By midmoto Johnson held a nine second lead. Hand had moved back into third and camped on Koleno's rear wheel, while Boggia and Semics diced for fourth. Koleno tangled with a lapped rider and landed on the ground, rejoining the race midpack. Semics dispensed of Boggia, as Marcus Sellards routed into fifth. Johnson took the win with Hand following nine seconds behind. Semics chased Hand with Boggia and Sellards following.

Koleno holeshot moto two ahead of Allen Beech, Semics and Johnson. Hand was pushed to the far outside in turn one and rounded turn two in last place. Within the first half lap, Semics put his experience to work as he passed Beech and moved in on Koleno. Johnson motored around Beech and proceeded to pass Semics over the sky jump. Hand was definitely the fastest rider on the track, as he moved into sixth place, as Johnson took over the lead from Koleno to begin lap three. By midmoto, Johnson held a four second lead on the riders behind. Koleno and Semics were battling for second and Hand continued to pound his way around the course, moving his Honda into fourth. Hand then passed Semics and went to work on Koleno. Both Hand and Semics passed Koleno within the same half lap. Hand turned the throttle a little more and began to close the six second gap held by Johnson. Within two laps, Hand had cut Johnson's lead down to one second and then moved to within a bike length three turns before the checkered flag. Hand moved even closer, as the two riders rode side by side into the final turn. Hand and Johnson tangled with Hand going down in the heat of the battle. Johnson took the win wiht Semics moving into second, four seconds behind. Hand was up in time to hold third ahead of Koleno, Boggia and Beech.

Three riders took honors in the annual long jump contest. Kelly Johnson took a 95-foot jump and the $50 prize money in the A class competition. Jeff Wooledge took the amateur trophy and mini speedster Brock Sellards took the mini jump award.

Results

50: 1. Larry Rust (Yam); 2. Micky Marshall (yam); 3. Tad Zwifel (Yam); 4. B.J. Wagner (Yam); 5. Eric Gallion (Yam).
JR MINI: 1. Karl Scott (Suz); 2. Jordan Saran (kaw); 3. Sam Yannitelli (Hon).
SR MINI: 1. Brock Sellards (Hon); 2. Adam Bechdel (Kaw); 3. Bryan Bellinger (Kaw): 4. Karl Scott (Suz); 5. Shawn Sheffer (Suz).
SCHBY: 1. Jay Hershey (Suz); 2. Jeff Wooledge (Hon); 3. Brent Abel (Hon); 4. Adam Bechdel (Kaw); 5. Ron Boyas (Hon).
125 A: 1. Jason Balas (Hon); 2. Marcus Sellards (HOn); 3. Trevor Vines (Hon); 4. Tim Conti (Hon); 5. Bob Luketic (Hon).
125 B: 1. Jay Hershey (Suz); 2. Mike Katin (Hon); 3. Shawn Worley (Hon); 4. Rick Roosa (Hon); 5. Mike Kochman (Suz).
125 C D-1: 1. John Venaleck (Suz); 2. John Evola (Hon); 3. Bruce Uhl (Hon); 4. Duane Prokop (Kaw); 5. Dave Hernansky (Yam).
125 C D-2: 1. Brent Abel (Hon); 2. Mark Bawmann (Kaw); 3. Steve Humpe (Hon); 4. Rob Miholi (KTM); 5. Dave Jones (Kaw).
250 A: 1. Steve Johnson (Suz); 2. Gary Semics (Yam); 3. David Hand (Hon); 4. Mike Boggia (Suz); 5. Bill Koleno (Hon).
250 B: 1. Tony Boyas (Hon); 2. Eric Klein (Kaw); 3. Jay Kremm (Kaw); 4. Steve Wilmington (Kaw); 5. Allen Lotts (Yam).
250 C D-1: 1. Bill Rose (Suz); 2. John Young (Cag); 3. Marty Kepiro (Kaw); 4. John Evola (Suz); 5. Mark Horrack (Yam).
250 C D-2: 1. John Vanalack (Suz); 2. Roland Heard (Hon); 3. Buddy Moore (Suz); 4. Don Loree (Kaw); 5. Doug Rhodes (KTM).
OPEN B: 1. Mike Karin (Hon); 2. Dave Sulecki (Kaw); 3. Chuck Bortz (Hon); 4. John Harrington (Hon); 5. Ray Welsh (KTM).
PLUS 25: 1. Steve Wilmington (Kaw); 2. Alan Lotts (Yam); 3. Paul Knapp (Hon); 4. Jay Kremm (Kaw); 5. Dan Morgan (Hus).
SR 1: 1. Carl Hand (Hon); 2. Tony Boyas (Hon); 3. Terry Deliman (Hon); 4. Rick Hopkins (Suz); 5. Jim Cipullo (Kaw).
SR 2: 1. Dan Morgan (Hus); 2. Jim Morohovich (KTM); 3. Joc Jacobs (Kaw); 4. Tony Oloszko (Kaw); 5. Mike McDonough (Hon).
WMN: 1. Stephanie Vines (Hon); 2. Annette Paul (Suz); 3. Beth Bechtel (Hon); 4. Kathryn Sheffer (Suz); 5. Linda Rust (Yam).
OPEN EXTRA: 1. Jason Balas (Hon); 2. Gary Semics (Yam); 3. Art Jackson (Hon); 4. John Hill (Hon); 5. Brock Sellards (Hon).

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

3/24	Suzuka, Japan
4/7	Eastern Creek, Australia
4/21	Leguna Seca, USA
5/12	Jerez, Spain
5/19	Monza, Italy
5/26	Hockenheim, Germany
6/9	Salzburgring, Austria
6/16	Rijeka, Yugoslovia
6/29	Assen, Holland
7/21	Paul Ricard, France
8/4	Donington, Great Britain
8/18	Misano, San Marino
8/25	Brno, Czechoslovakia
9/8	Interlagos, Brazil
9/29	Shah Alam, Malaysia

World C'ship Superbike Road Race Series

11/18	Manfeild, New Zealand
4/1	Donington, Great Britain
4/18	Jarama, Spain
5/26	Interlagosd, Brazil
6/2	Mosport, Canada
6/9	Brainerd, USA
6/30	Osterreich, Austria
8/4	Misano, San Marino
8/11	Anderstorp, Sweden
8/25	Sugo, Japan
9/1	Shah Alam, Malaysia
9/15	Hockenheim, Germany
9/29	Magny Cours, France
10/6	Monza, Italy
10/19	Philip Island, Australia

World C'ship Endurance Road Race Series

4/12	LeMans, France
7/14	Spa, Belgium
7/28	Suzuka, Japan
8/4	Jahor, Malaysia
9/22	* LeCastellet, France
9/29	Donington, Great Britain
10/20	Philip Island, Australia

World C'ship Observed Trials Series

4/7	Sin Especificar, Luxemburg
4/21	Blackburn, Great Britain
4/27	Newownards, Ireland
5/16	Bielstain, Belgium
6/2	Cierp-Gaud, France
6/9	Viella, Spain
6/23	Myslenice, Poland
6/30	Piesting, Austria
7/7	Cervina, Italy
8/23	Helsinki, Finland
9/1	Gothenberg, Sweden
9/15	Nepomuk, Czechoslovakia

World C'ship 125cc MX Series

4/21	Arco, Italy
4/28	Toulon/Arroux, France
5/12	Markelo, Holland
5/26	Kaposvar, Hungary
6/23	Hatherton, Great Britain
6/29	Killinchy, Ireland
7/2	Roggenberg, Sweden
7/9	Genk, Belgium
7/14	Amatitlan, Guatemala
7/21	Campos do Jorda, Brazil
8/4	Riel, Germany
8/18	Suzuka, Japan

World C'ship 250cc MX Series

4/7	Mill, Holland
4/28	Dalecin, Czechoslovakia
5/5	Schwanest, Austria
5/12	Mantova, Italy
5/26	Hyvinkaa, Finland
6/16	Bandasserona, San Marino
6/23	Arbis, Portugal
6/30	Nismes, Belgium
7/14	Unadilla, USA
7/21	Maracy, Venezuela
8/4	Suzuka, Japan

World C'ship 500cc MX Series

4/14	Payerne, Switzerland
4/21	Sittendorf, Austria
4/28	Vantaa, Finland
5/5	Vissefjarda, Sweden
5/12	Castalnau de Levia, France
6/2	Norg, Holland
6/30	Esanatoglia, Italy
7/7	Hawkstone Park, Great Britain
7/21	Reutlingen, Germany
8/4	Namur, Belgium
8/11	Folkendange, Luxemburg
8/25	San Bernardino, USA

Motocross des Nations

9/15	Valkenswaard, Holland

Trial des Nations

9/22	Grosshaubach, Germany

AMA Nat'l Ice Race C'ship

1/26-27 Albright Shores, MI
Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

8/31 Everett, PA
Info 614/891-2425

AMA Nat'l C'ship Enduro Series

2/17	Coalinga, CA
3/17	Pitkin, LA
4/14	McArthur, OH
5/5	Union, SC
7/14	Perkinston, MS
9/22	New Waverly, TX
10/13	Redding, CA
10/27	Bear, DE
11/3	Morrison, IL

* Tentative
Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series

2/24	Rockne, TX
3/24	Hurricane Mills, TN
4/7	Cadiz, KY
4/21	Redding, CA
6/9	West Greenwich, RI
6/30	Ketchum, ID
7/21	Flat River, MO
7/28	S. Edmonston, NY
9/29	Lynnville, IN

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series

1/27	Lucerne Valley, CA
2/10	Ridgecrest, CA
3/23	Lucerne Valley, CA
4/14	Jericho, UT
5/5	Las Vegas, NV
9/15	Craig, CO
9/29	Wendover, UT
10/20	Wells, NV

* Tentative
Info 614/891-2425

AMA Amateur/Youth Nat'l Dirt Track Series

TT Scrambles Final
7/12-13 Peoria, IL
Short Track Final
7/9-10 Peoria, IL
Half Mile Final
7/6-7 Henry, IL
Info 614/891-2425

NETRA Turkey Run Series

11/25 Plympton, MA

Dragbike! USA Nat'l C'ship Drag Race Series

11/16-18 Gainesville, FL
Info 315/735-4412

SETRA C'ship Enduro Series

1/31	Charleston, SC
1/27	Sumter, SC
3/3	Pelion, SC
3/10	Deland, FL
3/17	Maxeys, GA
3/31	Brown Mt. Bch., NC
4/28	Olustee, FL
5/5	Clinton, SC

Info 912/882-6483

SETRA C'ship Hare Scrambles Series

11/18	Montgomery, AL
12/9	Ft. Gaines, GA
2/17	Johnsonville, SC
2/24	Maxeys, GA
4/14	Sumter, SC
5/12	Jasper, AL

Info 404/532-6832

Mid-South C'ship Hare Scramble Series

12/2	Fordsville, KY
12/16	Cullman, AL
1/13	Lexington, TN
1/27	Bremen, GA
2/10	Clarksville, TN
2/24	Cullman, AL
3/17	Fort Knox, KY
4/21	Centerville, TN

Info 615/331-1475

Florida Winter Nat'l Olympics

11/19-24 Gainesville, FL
Info 813/822-8929

OCCRA Cross Country Series

11/18 Draper Lake, OK
Info 405/632-3370

N. Indiana Hare Scrambles Series

12/2 Plymouth, IN
Info 219/831-2345

ATA Observed Trials C'ship Series

12/30-31 UCAN Classic Oatman, AZ
Info 213/259-6631

ARRA Road Race Series

11/17-18	Willow Springs, CA
12/15-16	Willow Springs, CA
1/19-20	Willow Springs, CA
2/16-17	Willow Springs, CA
3/16-17	Willow Springs, CA
4/20-21	Willow Springs, CA
5/18-19	Willow Springs, CA
6/15-16	Willow Springs, CA
7/4	Willow Springs, CA
7/20-21	Willow Springs, CA
8/17-18	Willow Springs, CA
9/14-15	Willow Springs, CA
10/19-20	Willow Springs, CA
11/16-17	Willow Springs, CA
12/14-15	Willow Springs, CA

Info 805/966-5700

HDRA/SCORE Int'l Desert Racing Series

1/25-27/91	Parker 400 Parker, AZ
3/1-3	Nissan 400 Las Vegas, NV
4/5-7	San Felipe 250 San Felipe, B.C., MEX
6/7-9	Baja Internacional Ensenada, B.C., MEX
7/5-7	Fireworks 250 Barstow, CA
9/6-8	Nevada 500 Pahrump Station, NV
10/11-13	Gold Coast 300 Jean, NV
11/7-10	Baja 1000 Ensenada, B.C., MEX

Info 818/889-9216.

NMA Off-Road Series

11/18 Bellingham, WA
Info 206/943-1559

Grans Prix de Baja Series

11/17 San Felipe GP San Felipe, MEX
Info 818/340-5750

Sabine Enduro Circuit

3/10	String Prairie, TX
3/TBA	Leesville, LA
4/7	Nacogdoches, TX

Info 409/722-7926

High Plains Enduro Circuit

11/18	Spur, TX
12/1-2	Lubbock, TX
12/16	Turkey, TX
2/10/91	Carlsbad, NM
2/24	Odessa, TX
3/24	San Angelo, TX
4/14	Post, TX

Info 806/795-1218

South Texas Hare Scramble Series

11/18	TRH Trinity, TX
12/2	DBSA Hidden Valley, TX
12/16	TRH Lake Houston, TX
1/13/91	TRH Cleveland, TX
1/27	AMSA Smithville, TX
2/10	DBSA Zars Ranch, TX
2/24	AMSA Rockne, TX
3/10	DBSA New Berlin, TX

Info AMSA-512/892-5026, DBSA-512/438-7594, TRH-713/351-7339

Texas State C'ship Enduro Series

11/18	Lubbock, TX
12/1-2	Lubbock, TX
12/16	Pampa, TX
2/24/91	Midland, TX
3/10	San Antonio, TX
3/24	Sweetwater, TX
4/7	Nacogdoches, TX

Info 817/540-0094

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- Indoor 1/4 Midget Racing
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- Midget Cars
- Motorcycle Racing
- Antique Car Racing
- NASCAR Racing
- Indy Car Racing
- Karting
- 1/4 Midget Racing
- Motocross Racing
- Powerboat Racing
- Stock Car Racing

SHOW INFORMATION
– HOURS –
Jan. 5 – Saturday 10 AM - 10 PM
Jan. 6 – Sunday 10 AM - 6 PM
– TICKETS –
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Children (6-12) . . $3.00
Under 6 . . . . . FREE

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- 1/4 Midget "How to Get Started"
- Technical

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Sun., Dec. 9 Glen Helen Park
Sun., Dec. 23 Gldn. St. Warm-up Carlsbad Rwy.
Sat., Dec. 29 '91 Golden St. Am. Glen Helen
Sun., Dec. 30 '91 Golden St. Pros Glen Helen
CA (714) 261-6116

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(614) 299-4300. Ask for Race Rates.

JANUARY 4,5,6, 1991 - Rounds 4, 5, 6 Huntington, WV / Civic Center
8th St. & 3rd Ave. Race headquarters: Radisson Hotel. (304) 525-1001. Ask for Race Rates.

RACE SCHEDULE

Friday: Sign up: 3:00 p.m. Practice 4-6:00 p.m. Race 8:00 p.m. All accepted entries must be signed in by 5:30 p.m. NO EXCEPTIONS

Saturday: Sign up 7:00 a.m. Practice 8:00 a.m. Qualifiers immediately after practice. Pro practice 4:00 p.m. Race 8:00 p.m.

Sunday: Sign up 7:00 a.m. Practice 8:00 a.m. Qualifiers immediately after practice. Pro practice 12:00 Noon. Race 2:00 p.m.

Pro Payback: Expert classes: $525/360/310/250/150/100/75/50/25/25/25/25
Awards to 8 places in all Amateur and Youth classes

ATTENTION: Friday night entries for each location are limited to the first twelve amateur entries in each class. Entries will be accepted on a first come, first served basis. Five alternates will be accepted in each class. If one of the first twelve cancels, alternates will be accepted on a first come, first served basis. You will be notified by mail whether your entry has been accepted. All Pro entries will be accepted for all days. All Amateur entries will be accepted for Saturday and Sunday. Series points will not be paid for Friday night events.

PRE-ENTRY FORM: (Check date, classes, and location entering)

PEE WEE STOCK	COL/DEC 7th	8th	9th	HUNT/JAN 4th	5th	6th	250B	COL/DEC 7th	8th	9th	HUNT/JAN 4th	5th	6th
65cc 7-11	☐	☐	☐	☐	☐	☐	250C	☐	☐	☐	☐	☐	☐
80cc 7-11	☐	☐	☐	☐	☐	☐	Open B	☐	☐	☐	☐	☐	☐
80cc 12-13	☐	☐	☐	☐	☐	☐	Senior	☐	☐	☐	☐	☐	☐
80cc 14-15	☐	☐	☐	☐	☐	☐	25 +	☐	☐	☐	☐	☐	☐
125B	☐	☐	☐	☐	☐	☐	125 Pro	☐	☐	☐	☐	☐	☐
125C	☐	☐	☐	☐	☐	☐	250 Pro	☐	☐	☐	☐	☐	☐

Name _____ Birthdate* _____
Address _____ City _____ State _____ Zip _____
Bike Brand _____ Riding # 1st Choice _____ 2nd Choice _____ Phone ( ) _____

* AMA rules will be followed as to age and class. Riders should begin in the class in which they will be required to finish.

ENTRY FEE - Amateur class: $25 per class, per day. Expert class: $50 per class, per day. Mechanics pass: $10.00 per day (Do not send Mechanic's Pass money with entry.) POST ENTRY: $10 ADDITIONAL, per class, per day. PRE-ENTRY DEADLINE: 14 days prior to event. SEND ENTRY FORM AND CASHIER'S CHECK OR MONEY ORDER ONLY TO: ACTION SPORTS, P.O. BOX 180, NELSONVILLE, OH 45764. INFO: (614) 594-MOTO.

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NOV. 25th Athens, Ohio

For All Race Information Call (614) 594-MOTO

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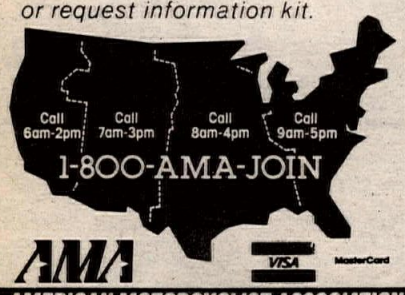

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Sun. Nov. 25 DRC MX
No Membership Required
Sun. Dec. 2 DRC MX
No Membership Required
Sun. Dec. 9 DRC MX
No Membership Required
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MX TRACK IS PREPARED & WATERED EVERY SAT. FOR PRACTICE 7:30 A.M. - 5:00 P.M.
Sunday gates open: 6:30 A.M.
Practice 8:30 A.M. • Race Start 9:30 A.M.
Info: (714) 242-5840

Want to go racing? Check out the Cycle News Calendar.

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Glen Helen
Baja Cross
30% Trophy Day
Info: (714) 371-6333

SRA GP California Schedule
November 18 Carlsbad
No Membership Required
Info (714) 957-2985

CALENDAR

USBA C'ship Road Race Series

5/5	Salt Lake City, UT
6/9	Salt Lake City, UT
7/7	Salt Lake City, UT
9/1	Salt Lake City, UT
10/6	Salt lake City, UT

Info 801/979-9091

MTEG Off-Road C'ship GP Series

1/19	Anaheim, CA
2/23	San Diego, CA
3/23	Pasadena, CA
4/13	Phoenix, AZ
4/27	Seattle, WA
5/18	Dallas, TX
7/20	Los Angeles, CA
9/TBA	Denver, CO
9/TBA	Las Vegas, NV
10/TBA	San Francisco, CA

* Tentative
Info 714/938-4100

NOVEMBER

S	M	T	W	T	F	S
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

DECEMBER

S	M	T	W	T	F	S
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JANUARY

S	M	T	W	T	F	S
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

• Denotes Pro Payback

November 15-16

CALIFORNIA GRAND PRIX/ MOTOCROSS
Fire & Police Nationals. Perris Raceway, Perris. Info 714/247-7377.

November 16

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.
TEXAS MOTOCROSS
• Mosier Valley MX Park, Euless. Info 817/540-0815.

November 16-18

FLORIDA DRAGS
• Dragbike! USA Nat'l C'ship Series. 14th Annual Nat'l Finals. Gainesville Raceway, Gainesville. Info 315/735-1661.

November 17

CALIFORNIA SHORT TRACK
• R & D Enterprises. Monterey County Fairgrounds, Monterey. Info 408/449-7367.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MX/AX/SX
Ventura Fairgrounds Raceway, Ventura. Info 805/656-1122.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
• Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Wings & Wheels Promotions. Bremen SX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
• Southern SX, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO GRAND PRIX
Grans Prix de Baja Series. San Felipe GP, San Felipe, Baja. Info 818/340-5750.
MISSOURI MOTOCROSS
Sprout Patch Competition Inc. The Sprout Patch, Billings. Info 417/744-2593.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

November 17-18

CALIFORNIA ROAD RACE
ARRA C'ship Road Race Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.
FLORIDA MOTOCROSS
AMA/Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.

November 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
Warrior MX, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA HARE SCRAMBLES
SETRA C'ship Series. BT & T Hare Scrambles. Montgomery. Info 205/250-5877 or 991-8668.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #3. Barona Oaks, Ramona. Info 714/261-6116.
CALIFORNIA MOTOCROSS
• CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA TRIALS
PITS Series. Turkey Trial, Auburn. Info 209/293-4768.
CALIFORNIA MX/OFF-ROAD
• CRC MX/Miller Off-Road. Glen Helen OHV Park, San Bernardino. Info 805/272-8889.
CALIFORNIA MOTOCROSS
• DRC Stadiumcross. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MARATHON
• AMA/CMC/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
SRA Series. Carlsbad Raceway, Carlsbad. Info 714/957-2985.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Bun Boy Racing Notorious Dawg 3-Hr. Team Race. Ocotillo Wells. Info 619/427-5759.
CALIFORNIA HARE SCRAMBLES
AMA/D-36/Dirt Diggers North MC. 19th Annual Lilliputian Scrambles. Prairie City SVRA, Sacramento County. Info 916/962-3760.
CALIFORNIA MOTOCROSS
OTHG/OT only. Sunrise Cycle Park, Adelanto. Info 714/985-2954.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 209/524-7013.
CONNECTICUT ENDURO
NETRA C'ship Series. Salmon River Enduro, Chester. Info 203/875-5757.
DELAWARE MOTOCROSS
AMA/DE Motorsport, Inc. Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.
FLORIDA SAND DRAGS
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
Echconnee MX, Macon. Info 912/788-8227 or 956-5420.
KANSAS HARE SCRAMBLES
KORR C'ship Series. Wichita. Info 316/945-8221.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Silver Creek MX, Morganton. Info 704/584-2808.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA MOTOCROSS
NAME Series. East Coast MX Park, New Bern. Info 919/633-6194.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
• Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OKLAHOMA CROSS COUNTRY
OCCRA Series. Draper Lake C.C., Draper Lake. Info 405/632-3370.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Thanksgiving SX Classic. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE MOTOCROSS
Toys for Tots Benefit. Muddy Creek Raceway, Blountville. Info 615/323-5497.
TEXAS ENDURO
Texas State C'ship Enduro Series. Boondocker Enduro. Lubbock. Info 806/799-0341.
TEXAS HARE SCRAMBLES
South Texas H.S. Series/TRH. Trinity. Info 713/351-7339.
WASHINGTON HARE SCRAMBLES
NMA Off-Road Series. Mt. Baker Dirty Dog H.S. Bellingham. Info 206/943-1559.

November 19-24

FLORIDA MOTOCROSS
• AMA/WorldSports 19th Annual Winter National Olympics. Gatorback Cycle Park, Gainesville. Info 813/822-8929.

November 23

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE SHORT TRACK/ SUPERCROSS
• Seaford Speedway, Seaford. Info 302/629-6535 or 335-4386.

November 23-24

CALIFORNIA DUAL SPORT
AMA Nat'l Trail Ride Series/D-37. Los Angeles-Barstow-Las Vegas. Fri., Tujunga, Sat., Barstow. Info 818/249-2141 or 353-5409.

November 24

CALIFORNIA MARATHON
• AMA/D-36/ARA/P & J Promotions/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA POKER RUN
AMA/D-36/North Bay MC Sawmill Family P.R. Middle Creek Campground, Medocino Nat'l Forest, Upperlake. Info 707/526-7699 or 578-0810.
CALIFORNIA MOTOCROSS
• GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA HARE & HOUND
AMA/D-37/Sports Committee. Anderson Dry Lake, Lucerne Valley. Info 714/944-3274.
COLORADO TRIALS
RMTA Series. Tarter Ranch. Info 303/841-2014.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SHORT TRACK
• Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-9864.
GEORGIA SUPERCROSS
• Southern Supercross, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
• Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
• Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
WASHINGTON SHORT TRACK
• AMA/D-27. Clark County Fairgrounds Arena, Vancouver. Info 206/264-2144.

November 24-25

CALIFORNIA DRAGS
J & P Promotions All Harley Drags. L.A. County Raceway, Palmdale. Info 319/462-4605.
NEVADA MOTOCROSS
NV State C'ship. Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
UTAH MOTOCROSS
USRA Series/Sugarloafers. Delta. Info 801/561-8844 or 756-9723.

November 25

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-5389 or 477-6848.
ALABAMA MOTOCROSS
• Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
CALIFORNIA MOTOCROSS
• DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
• CMC. Manufacturers Series #4. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palm-

dale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
● D-36/CMC/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-4610.
DELAWARE MOTOCROSS
● AMA/First State Racing. Delaware State Fairgrounds, Harrington. Info 302/678-2440.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Chilly Chili. Plympton. Info 203/875-5757.
MEXICO GRAND PRIX
● Tecate Beer GP. Kilometer 6, near Ojos Negros, Ensenada, B.C. Info 667/6-22-22.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SMOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks MC, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226 or 625-4300.
TENNESSEE MOTOCROSS
AMA/TN C'ship Series. Race for Santa. Boyd's Creek, Sevierville. Info 615/453-8947 or 453-3995.

November 30

CALIFORNIA SPEEDWAY/ SWAP MEET
Int'l Speedway Fall Classic/Inter-Shows Motosport Promotions. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933 or 364-0515.
DELAWARE SHORT TRACK/ SUPERCROSS
● Seaford Speedway, Seaford. Info 302/335-4386 or 629-6535.

December 1

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/369-5195.
CALIFORNIA SUPERCROSS
● AMA/D-36/CMC. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
● Riverside Supercross, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
MEXICO ENDURO
Los Ancianos MC 250 Enduro. East of Tecate, aprox. 15 mi., Tecate, B.C. Info 619/481-6881.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. The Sprout Patch, Billings. Info 417/744-2593.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

December 1-2

CALIFORNIA MINI ROAD RACE
NMA/RMD Productions. Amago Raceway, Lake Henshaw. Info 213/864-5214 or 868-8112.
TEXAS ENDURO
TX State C'ship Series/High Plains Enduro Circuit/Lubbock Trailriders. Lubbock. Info 817/540-0094.

December 2

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CMC. Sunrise Cycle Park, Adelanto. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CMC. Argyll Park, Dixon. Info 916/678-3592.
CALIFORNIA DESERT RACE
AMA/D-38/Fudpucker Racing Team. Premier Cabinets Rudolph's Revenge. El Centro. Info 619/427-5759.
CALIFORNIA GRAND PRIX
Doublecross GP. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA MOTOCROSS
● CRC. Perris Raceway, Perris. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Sandhill Ranch, Brentwood. Info 415/634-3328.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/5668-2271.
FLORIDA MOTOCROSS
AMA/Erv Braun Promotions. Ocala MX Park, Ocala. Info 904/732-6697.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
GEORGIA MOTOCROSS
WFO Club, Whitesburg. Info 404/94[illegible]5930. CANCELED
INDIANA HARE SCRAMBLES
Northern IN HS Series. Plymouth. Info 219/831-2345.
KANSAS HARE SCRAMBLES
KORR C'ship 2-Man H.S. Wichita. Info 316/945-8221.
KENTUCKY HARE SCRAMBLES
AMA. Pendleton Co. MC Rec. Park, Gardnersville. Info 606/472-3442.
KENTUCKY HARE SCRAMBLES
Mid-South C'ship Series. Fordsville. Info 615/331-1475.
MISSISSIPPI MOTOCROSS
GNC Southern Region C'ship. Cedar Lake MX Park, Byhalia: Info 901/386-3256.
OHIO HARE SCRAMBLE
Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Western Reserve MC, Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
● Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
OREGON MOTOCROSS
Kerby Racepark, Grants Pass. Info 503/592-2978.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
TEXAS HARE SCRAMBLE
AMA/DBSA. South Texas H.S. Series. Hidden Valley. Info 512/438-7594.

December 8

CALIFORNIA MOTOCROSS/ SHORT TRACK
● Racing Ent./Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/484-1441 or 489-5823.
CALIFORNIA MOTOCROSS
● D-36/CMC/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-461-.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA SHORT TRACK/ MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
● Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Arena, Vancouver. Info 206/264-2144.

December 8-9

TEXAS ARENACROSS
A Tres Hombres Promotions. Heart of Texas Coliseum, Waco. Info 817/774-9948.

December 9

ALABAMA MOTOCROSS
● Warrior MX/TT Track, Warrior. Info 205/841-7224 or 669-4572.
ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA HARE SCRAMBLES
D-36/2 & 2 Racing Team. Cowpuncher H.S. Hollister Hills SVRA, Hollister. Info 415/846-1587.
CALIFORNIA MOTOCROSS
● CMC/Great Northern Promotions. Prairie City SVRA, Sacramento. Info 916/489-3839.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA GRAND PRIX
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA TRIALS
PITS. St. Dabnik's Trial. Frank Raines. Info 209/293-4768.
CALIFORNIA MOTOCROSS
GFI North. Riverfront Park, Marysville. Info 916/689-1632.
CALIFORNIA GRAND PRIX
Brad Lackey Christmas GP/Coast Racing. Carlsbad Raceway, Carlsbad. Info 619/722-8224.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
FLORIDA MOTOCROSS
AMA Southeastern Regional C'ship. MX of Marion County, Reddick. Info 904/591-2050 or 591-2377.
GEORGIA MOTOCROSS
Rough Riders MX Park, Rome. Info 404/234-7561 or 295-1901.
GEORGIA HARE SCRAMBLES
SETRA C'ship Series. Ft. Gaines H.S. Ft. Gaines. Info 404/941-8464.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEVADA MOTOCROSS
Las Vegas Int'l Raceway, Las Vegas. Info 702/365-1080.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Amherst Meadowlarks, Amherst. Info 216/988-9100.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLES
Sunset Ramblers MC, Galion. Info 419/468-7228 or 756-8601.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.

December 14

CALIFORNIA ROUGH SCRAMBLES
AMA/D-36/ARA. Altamont Raceway, Tracy. Info 415/447-4610.

December 15

CALIFORNIA MOTOCROSS
GFI/Passmore MX Promotions. Huron Cycle Park, Huron. Info 209/875-9134.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS/ SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
● Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IDAHO SHORT TRACK
● Lewis-Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.

December 15-16

CALIFORNIA ROAD RACE
ARRA C'ship Series. Willow Springs Int'l Raceway, Willow Springs. Info 805/966-5700.

December 16

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA HARE SCRAMBLES
Mid-South C'ship Series. Cullman. Info 615/331-1475.
CALIFORNIA MARATHON
AMA/D-36/ARA/Red Neck Roosters. Altamont Raceway, Tracy. Info 415/447-4610.
CALIFORNIA MOTOCROSS
● CRC. Glen Helen OHV Park, San Bernardino. Info 714/880-1733.
CALIFORNIA STADIDUMCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CMC. Marysville E Street Track, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
GFI Showdown Warm-Up. Sandhill Ranch, Brentwood. Info 415/634-3328.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLE
Race 'em Chase 'em Promotions. Mathias Raceway, New Philadelphia. Info 216/833-8640.
OHIO HARE SCRAMBLE
CRA. Mansfield MC, Mansfield. Info 419/524-1347.
OKLAHOMA MOTOCROSS
● Interstate MX Park, Oklahoma City. Info 405/732-2667 or 737-0752.
PENNSYLVANIA SUPERCROSS
Trail-Way Speedway Christmas SX. Hanover. Info 717/359-4310.
TEXAS HARE SCRAMBLE
AMA/South Texas H.S. Series/TRH. Lake Houston. Info 713/351-7339.

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Sun. Dec. 2 MX Perris
Round 2
Sun. Dec. 9 GP LA County Raceway
Merry Christmas
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CRC Info 805-272-8889

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Sat., Nov. 24 GFI Super Sat. Morn. MX Perris Raceway
Sat., Dec. 1 GFI Super Sat. Morn. MX Perris Raceway
Sat., Dec. 8 GFI Super Sat. Morn. MX Perris Raceway
(714) 788-5853

RESULTS

Motocross OMC/EIMA 1990 Idaho State Final Point Standings Boise, ID as of Nov. 1 By Mike Thuleen

250 EX	
Larry Jackson	300
Brian Call	213
A.J. Belcher	112
125 EX	
Brian Call	242
Michael Oliver	226
Mike Harris	130
VET EX	
Kevin Merrill	214
Herb Nachtigall	205
Randy Van Dyke	172
VET AM	
Al Jones	248
Bryan Schritter	184
Tim Kennedy	109
OVER 25	
Vernon Lindskog	300
Herb Nachtigall	196
Butch Veenestra	129
250 INT	
Darren Jones	236
Chris Strong	206
Dave Booth	162
125 INT	
Chris Cooksey	263
Aaron Campbell	223
Beau Riddle	218
80 INT	
Troy Turner	294
Corey Moore	164
Bryan Burrell	161
OPEN BEG/JR	
Lonnie Sparks	224
Jim Foster	206
Steve Lindskog	171
250 BEG/JR	
Bryan Schritter	237
William Collins	205
Mike Mauk	103
250 BEG	
John Kezele	242
Pat Gilbert	186
Ryan Smart	90
125 BEG/JR	
Ryan Stevens	272
Mike Rowan	178
Lincoln Assendrup	170
125 BEG	
Matt Schneiderman	199
Ted Fox	147
Matt Morrissey	99
80 BEG/JR	
Travis Kuntz	202
Mike Nelson	169
Josh Johnson	158
80 BEG	
Nick Groesbeck	257
Jason Keller	117
Jeff Flynn	90
MICRO	
Randy Legault	217
Bart Abbott	168
Cory Rowland	156
P/W	
Bobbie Watkins	244
Chauncy Call	236
Cole Siebler	153

Motocross Texas Fall Olympic Series Final Standings Whitney, TX Oct. 28

TEENY MINI MOD	
Dusty Fountain	Yam
Ryan Rhoades	Yam
Robert Ballen	Yam
Chad Kirkland	Yam
Beau Boynton	Yam
TEENY MINI STK	
Brandon Johnson	Yam
Dusty Carpenter	Yam
Hector Ruiz III	Suz
Blake Latham	Yam
Brian Lackey	Yam
MINI MINI	
Jimmy Quick	Kaw
Jacob Jones	Kaw
Jeremy Kirkland	kaw
Justin Bates	Kaw
Tim Boetn	Kaw
MINI BK JR	
Michael Brock	Hon
Tim Roten	KTM
Aaron Selden	Kaw
Brandon Sanders	Kaw
Kevin Lowell	Yam
MINI NOV 12-16	
Chris Daubitz	Kaw
Travis Spann	Suz
Jason Martin	Kaw
Troy Schleuning	Kaw
Chris Piccola	Kaw
MINI INT 12-16	
Billy Carman	Kaw
Clint Latham	Kaw
Brad Woosey	Hon
Casey Cheatham	Kaw
Matt Day	Suz
125 NOV	
Chip Burrell	Yam
Matt Feil	Hon
Brian Rister	Kaw
Brian Colmer	Hon
Brian McCann	Hon
125 INT	
Brian Carlson	Kaw
Jeff Taley	Kaw
Ron Parks	Hon
Jeremy Meulman	Kaw
Jason York	Kaw
125 EX	
Jason Edwards	Kaw
Terry Tinney	Kaw
Bob Abbott	Hon
Bill Kelly	Hon
Jason Krempin	Hon
250 NOV	
Michael Gage	Kaw
Rocky French	KTM
Matt Tallon	Hon
Rodger Barton.	Hon
Darryl Archer	Kaw
250 INT	
Jeff Talley	Kaw
Lance Sewell	Hon
Doug Gill	Hon
Miek Shirley	Kaw
Joey Hardin	Suz
250 EX	
Jason Edwards	Kaw
Jack Beckham	Hon
Terry Tinney	Yam
Bill Kelly	Hon
Trey McCarty	Yam
OPEN	
John Morell	Kaw
Mike Klement	Kaw
Rick Humphreys	Hon
Chris Jones	Kaw
Hank Hodes	Kaw
OVER 25 NOV	
Brian Colmer	Hon
Mike Klement	Kaw
Mark Owens	Hon
Matt Tallon	Hon
David Beckham	KTM
OVER 25 INT	
Jerry Hill	Suz
Ron Parks	Hon
Sean Knaack	Kaw
Tommy Pavelka	Kaw
Ben Evans	Yam
OVER 25 EX	
Jack Beckham	Hon
Joey Hardin	Suz
David Wilson	Kaw
Bill Kelly	Hon
Kevin Williams	Hon
OVER 30 NOV	
Rocky French	KTM
David Guillett	Hon
Scot Martin	Hon
Bob Rhine	Suz
Scott Isbell	Yam
OVER 30 INT	
Tommy Pavelka	Kaw
Rick Humphreys	Hon
Jerry Hill	Suz
Jim Vaughn	Kaw
Sean Knaack	Kaw
OVER 30 EX	
Barry Calloway	Kaw
Edward Hays	Kaw
Skipper Roberts	Hon
Jeff Jones	Suz
Jerry Joiner	Kaw
OVER 40	
Ole Jay Finstad	Suz
Glenn Cribbs	Hon
Bill Kasson	Yam
Wayne Lowery Sr.	Kaw
Joe Milian	Yam
MINI BK OPEN	
Billy Gartman	Kaw
Chris Daubitz	Kaw
Clint Latham	Kaw
Brad Woolsey	Hon
Casey Cheatham	Kaw
125 OPEN	
Brian Carlson	Kaw
John Schultz	Hon
Brian Rister	Kaw
Jerry Hill Jr.	Suz
Matt Feil	Hon
250 OPEN	
Jeff Talley	Kaw
Mike Shirley	Kaw
Charles Barnett	Kaw
Dave Gill	Hon
Keith Hagins	Hon
MINI BK BEG	
Wayne Lowery Jr.	Kaw
Paul Fellencer	Suz
Tommy Rapp	Hon
Jeremy Irvin	Kaw
Tommy Brock	Hon
125 BEG	
Virgil Anderson	Kaw
Jason Joblin	Kaw
Seth Bartley	Kaw
Randy Ford	Kaw
Freeman Kirby	Kaw
250/OPEN BEG	
Tony Watkins	Yam
Tim Heller	Hon
Butch Tobin	Kaw
Dirk Williams	Yam
Philip Neff	Hon

Motocross Warrior MX Pk. Warrior, AL Oct. 13 By Gary Ross

P/W 50	
Joey Hyatt	Suz
Tony Hughes	Suz
SR MINI 80	
Cliff Trumbly	Kaw
Chris Rodgers	Kaw
Jeremy Ballenger	Kaw
125 A	
Kevin Dollar	Suz
Jamie Adams	Kaw
Jeremy Hartsfield	Suz
Alan Tunnel	Suz
125 C	
Jay Warren	Suz
Scott Stone	Yam
Rodney Mills	Hon
Chris Goodwin	Kaw
Bryan Burdette	Yam
250 B	
Scott Jewell	Yam
Robbie Peterson	Hon
1989 & OLDER	
Paul Wilson	Suz
Michael Mims	Yam
Scott Stone	Yam
Rodney Mills	Hon
David Sparkman	Yam
SR MEN	
Charlie Hunnicutt	Hon
Ken Couch	Hon
Max Gray	Hon
Greg Redman	Yam
MX MONEY RUN	
Kevin Dollar	Suz
Jamie Adams	Kaw
Scott Jewell	Yam
Jeremy Hartsfield	Suz
Michael Mims	Yam

Hare Scrambles Lodi Cycle Bowl Lodi, CA Oct. 20 By Bill Spencer

P/W	
Brandon George	Yam
Robert Harold	Yam
125 B	
Eric Bostrom	Hon
Josh Boykin	Hon
125 C	
Justin Ownby	Kaw
Mike McNalley	Kaw
60	
Andy Hansen	Kaw
Casey Yarrow	Kaw
250 A	
Kelly Andris	Suz
Tory Bostrom	Hon
Ben Bostrom	Hon
250 C	
Justin Ownby	Kaw
Randy Medly	Suz
Scott Medley	Hon
250/OPEN B	
Montey Ownby	Suz
Gary Fargo	Yam
Erich Shofstall	Hon
VET A	
Neil MacDannald	Suz
John Tavis	Hon
Cloyse Holland Jr.	Suz
80 B/C	
Mike Soulier	Kaw
Wes Englebrecht	Kaw
Mark Soulier	Kaw
VET C D-1	
Steve Terry	Hon
Joe Flowers	Hon
VET C D-2	
Tim O'Hara	Kaw
Jerry Genovese	Yam
OPEN A	
Tory Bostrom	Hon
John Tavis	Hon
Chris Carr	Suz
80 A	
Eric Bostrom	Hon
Dan Hart	Kaw
Billy Martin	Kaw
4-STRK	
Chris Carr	Suz
Cloyse Holland	Suz
Dave Worthen	Hon
OPEN A	
Dan McDonnell	Hon
Craig Porter	Hon
Bobby McDonnell	Hon
VET B	
John Madrid	Suz
Ray Harold	Hon
Mark Olund	Yam
PP	
Debbie Anderson	Kaw
OT	
Mark Musci	Yam
Bill Arbogast	Suz
VINT	
Scott Dunlavey	Yam
OPEN C	
Scott Medley	Hon
Tim O'Hara	Kaw
Mike Hurst	Hon

Motocross P.A.L. Track Santa Clara, CA Oct. 20 By Mike Vancil

P/W 50	
Justin Guzman	Yam
P/W 60	
Scott Marshall	Kaw
MINI 80 NOV	
Allen Keefe	Hon
Will Daniles	Hon
Sophia Herrera	Hon
Jeff Sladek	Yam
Jeff Klein	Hon
MINI 80 BEG	
Marc Henderson	Suz
Chad Burleson	Hon
Chris Fenton	Kaw
Billy Bright	Hon
Chris Bridgman	Hon
MINI 80 JR	
Brian Cruz	Kaw
125 NOV	
Jake Anderson	Yam
Brian Roberts	Yam
Brian Workman	Hon
Louis Lopez	Hon
Ed Staggs	Suz
125 BEG	
Rex Michaels	Yam
Mark Hodges	Yam
Larry Palini	Hon
Duane Bonini	Yam
John Cunningham	Suz
125 JR	
Mike Morgan	Hon
Bill Sayre	Hon
Chris Thomas	Hon
Glen Murata	Yam
Steve Murata	Yam
125 INT	
Danny Nelson	Kaw
Mark Klauser	Kaw
Chris McCallie	Yam
125 PRO	
Joe Bruce	Yam
Brian Call	Suz
250 NOV	
Kenny Deeg	Yam
Steve Gonzales	Hon
Jason Vasilakos	Hon
John Strickland	Hon
Tracy Loesher	Kaw
250 BEG	
Steve Tanti	Hon
Jason Keck	Hon
Steve Wallace	Hon
Richard Clark	Hon
Joe Galliett	Kaw
250 JR	
Chris Thomas	Hon
David Berg	Hon
Kelly Prosch	Hon
Melton Morales	Hon
Frank Walker	Yam
250 INT	
Mike Hodges	Suz
Tyler Hummel	Suz
Greg MacArthur	Yam
250 PRO	
Pat Gomm	Hon
Shawn McConn	Yam
Steve Bonita	Hon
Brandon Reyes	Kaw
500 NOV	
Mark Layton	Hon
Dennis Workman	ATK
500 BEG	
John Wachalec	Hon
Kevin Decker	Hon
Robert Mitchell	Hon
Dan O'Marro	Suz
Mike Boller	Kaw
500 JR	
Terry Lakely	ATK
William Artau III	Hon
Tim Alvarado	Yam
500 PRO	
Jim Owens	Hon
VET BEG	
Dan Rose	Hon
Bobby Bondurant	Kaw
Bob Hodges	Hon
Chris Sanchez	Suz
VET JR	
Martin Maloney	Hon
Dave Zollo	Suz
Steve Wallace	Hon
Shane Wright	Hon
Scott Wright	Kaw
VET INT	
SteveRandazzo	Hon
Jonathan Schloer	Hon
Tim Alvarado	Yam
Phil Gribnau	Yam
Larry Baker	Hon
VET PRO	
Kirk Smith	Kaw
Jerry Caton	Hon
Gary Rabe	Hon
Irvin Achziger	Hon
WMN	
Teal Nakayama	Kaw
Wendy Ward	Kaw
Shirlyn Smith	Hon
Susan Lee	Kaw
4-STRK	
Marty Maloney	Hon
Terrance Page	Hon
Zema Young	Hon
VINT	
George Goling	CZ
Eric Roseme	Bul
TRASHER	
Dan O'Marro	Suz
Darrell Daniels	Suz
UTH JR	
Paul Armanda	Hon
SteveMatlock	Yam
Keith Tantii	Hon
Anthony Alves	Hon
Melton Morales	Hon
UTH INT	
Randy Gavron	Hon
Mike Muldoon	Yam
Scott McCoy	Kaw

CALENDAR

TEXAS ENDURO
Texas State C'ship Series/High Plains Enduro Circuit/Top 'O Texas Dirt Riders. Caprock Enduro. Pampa. Info 806/354-8447 or 817/540-0094.

December 22

CALIFORNIA MOTOCROSS
● GFI Super Sat. Perris Raceway, Perris. Info 714/788-5853.
FLORIDA MOTOCROSS/ SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
● Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
● Jim White Promotions. Iowa Stte Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

December 23

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CMC. Carlsbad Raceway, Carlsbad. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● DRC. DeAnza Cycle Park, Moreno Valley. Info 714/242-5840.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Plamdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
● D-36/CMC/Pacific Race Productions. Altamont Raceway, Tracy. Info 415/447-4610.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NORTH CAROLINA MOTOCROSS
Wilkes Co. Rec. MX Park, Lenoir. Info 704/758-4342.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.

Dec. 27-Jan. 1

MEXICO OFF-ROAD
Baja Promotions. Gran Carrera de Baja 2001. Baja, California. Info 818/340-5750.

December 28-30

INDIANA ARENACROSS
● Dirt Concepts, Inc. Ft. Wayne War Memorial Expo Center, Ft. Wayne. Info 219/799-5949 or 799-5949.

December 29

FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
GEORGIA SUPERCROSS
● Riverside Spercross, Calhoun. Info 404/928-3053 or 629-4450.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Arena, Vancouver. Info 206/264-2144.

December 29-30

CALIFORNIA MOTOCROSS
● CMC Golden State Nationals. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.

December 30

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
GFI North-South Showdown. Sandhill Ranch, Brentwood. Info 415/634-3328.
GEORGIA MOTOCROSS
Rough Riders MX, Rome. Info 404/234-7561 or 295-1901.
MISSISSIPPI MOTOCROSS
Central MS MX Assn. Pearl. Info 601/939-2017 or 939-5077.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.

December 30-31

CALIFORNIA TRIALS
ATA/Technique Trials Club. Lucerne Valley. Info 213/259-6631.

December 31

CALIFORNIA DESERT RACE
AMA/Fudpucker Racing Team. Dunaway Dash IV. Plaster City West, El Centro. Info 619/427-5759.

January 5

FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IOWA SHORT TRACK
Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Fairgrounds Arena, Vancouver. Info 206/264-2144.

January 6

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
FLORIDA MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
NEW YORK MUD/SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
OHIO HARE SCRAMBLES
Sunset Ramblers, Galion. Info 419/468-7228 or 756-8601.

January 11-12

ARIZONA SPEEDWAY
● Budweiser Speedway Ice Racing World C'ship II. World Speedway Racing Assn. Tucson Convention Center, Tucson. Info 602/299-0206.

January 12

FLORIDA SHORT TRACK/ MOTOCROSS
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
● Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

January 13

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
NEW YORK MUD/ SNOW SCRAMBLES
AMA/Square Deal Riders MC. SDR Raceway, Harpursville. Info 607/722-6195.
SOUTH CAROLINA ENDURO
SETRA C'ship Series. 19th Annual Swamp Fox Enduro. Charleston. Info 803/553-3473 or 743-6400.
TENNESSEE HARE SCRAMBLE
Mid-South C'ship HS Series. Lexington. Info 615/331-1475.
TEXAS SHORT TRACK/TT
● Mike Kidd's Boyd Raceway, Boyd. Info 817/433-5587.
TEXAS HARE SCRAMBLES
AMA/South Texas HS Series/Trail Riders of Houston. Cleveland. Info 713/351-7339.

January 19

CALIFORNIA GRAND PRIX
● MTEG Off-Road C'ship GP Series. Anaheim Stadium, Anaheim. Info 714/938-4100.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS/ SAND DRAGS
● Orange County Raceway, Orlando. Info 407/568-2271.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.
TEXAS SUPERCROSS
Skeeter Motorsports Complex, Algoa. Info 409/925-4232.
WASHINGTON SHORT TRACK
● AMA/D-27. Clark County Fairgrounds, Vancouver. Info 206/264-2144.

January 20

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.

January 25-27

MEXICO DESERT RACE
SCORE/HDRA Int'l Desert Race Series. Parker 400, Parker. Info 213/540-5001.

January 26

FLORIDA MOTOCROSS/ SHORT TRACK
● Orange County Raceway, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
IDAHO SHORT TRACK
● Lewis Clark Motor Sports. Lewiston Roundup Grounds, Lewiston. Info 208/743-0736.
IOWA SHORT TRACK
● Jim White Promotions. Iowa State Fair Pavilion, Des Moines. Info 515/289-2140 or 265-6439.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

CYCLE NEWS EMBRACES VIDEO

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Motocross and Supercross videocassettes from Motovideo.

(#65) Motocross des Nations 1989
America's best motocross champions take on the world in this special 60 minute show from Gaildorf, West Germany. Guess who wins! Classic MX action on video. Catch it through Cycle Action Theatre on Motovideo.

(#76) World MX Grand Prix Review '89
60 minutes.

(#150) 1990 Gatorback MX Nationals
RJ returns from injuries to score first outdoor win of the season, but not without a fierce battle with Stanton. Kiedrowski repeats '89 victory in 125 action.

(#151) 1990 Sacramento MX Nationals
Team Kawasaki's Jeff Ward and Suzuki's Guy Cooper put on a thrilling show for the 14,102 fans attending the 22nd Annual Hangtown Motocross Classic at northern California's Prairie City OHV Park as they battle their way to the overall victories in the 250 and 125 Nationals.

(#152) 1990 Axton MX Nationals
Jeff Ward earns the victory over Bradshaw and Stanton at the high-speed Lake Sugar Tree MX Park; Bayle battles with Cooper for the 125 class win.

(#153) 1990 Mt. Morris MX Nationals
Yamaha's Damon Bradshaw settled the score with Jeff Ward when he won the second moto to claim the 250cc National victory at High Point Raceway. Bayle takes 125cc win with come-from-behind rides in both motos.

(#109) Kamikaze! World Mountain Bike Championships
The greatest mountain bike race in the world takes place each year at Mammoth Mountain Ski Area in the California High Sierra. See footage from the last 5 years from these awesome events: Kamikaze Downhill, Observed Trials, Cross Country, Dual (slalom) Challenge, Hillclimb, and more including lots of crashes. If you like bicycles, this video is for you. 60 minutes from Motovideo.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#67A) Supercross Review '89
Follow Jeff Stanton on the road to glory throughout the 1989 AMA Supercross series. By Motovideo.

(#300) 1990 Supercross Package
Order all 16 videos of the 1990 AMA Camel Supercross series in one package. Save $2 per tape, complete your collection! From Motovideo.

(#301) 1990 Anaheim Supercross.

(#302) 1990 Houston Supercross.

(#303) 1990 San Diego Supercross.

(#304) 1990 Seattle Supercross.

(#305) 1990 Atlanta Supercross.

(#306) 1990 Las Vegas Supercross.

(#307) 1990 Pasadena Supercross.

(#308) 1990 Dallas Supercross.

(#309) 1990 Pontiac Supercross.

(#310) 1990 Tampa Supercross.

(#311) 1990 Charlotte Supercross.

(#312) 1990 Rutherford Supercross.

(#313) 1990 Foxborough Supercross.

(#314) 1990 Oklahoma Supercross.

(#315) 1990 San Jose Supercross.

(#316) 1990 Los Angeles Supercross.

(#51) Bubba Shobert: Champion
True life story of one of America's greatest racers. Rare photos, boyhood race films. By Despain Associates. 60 minutes.

(#53) Toughest Race I Ever Won
Bubba Shobert wins for Honda, then tells you how. Thrilling 6-rider duel to a photo finish. 60 minutes by Despain.

(#200) 1990 Ascot (Spring) Half-Mile
This video is the essence of dirt-track racing; two of the best in the business duel for 20 laps — and decide it all in a one-lap dash to the flag. By Despain Associates.

(#201) 1990 San Jose (Spring) Mile
Parker takes the clear win over an unbelievable race in the pack for second between 8 riders. By Despain Associates.

(#202) 1990 Springfield (Spring) Mile
Scotty Parker breaks away from a 7-rider battle to score an impressive win. Slow-motion replay of rookie Andie Huff's amazing end-over-end crash. Morehead taps Keith Day at 130 mph, and tangles with Ingram in the last-lap battle for the runner-up spot. By Despain Associates.

(#203) 1990 Louisville Half-Mile
Chris Carr shatters the record for 20 laps on the rugged limestone oval. Slow-motion footage of crashes by Atherton and Ingram, and inside the pits as the Camel Pro riders prepare for combat. By Despain Associates.

(#204) 1990 DuQuoin Mile
Spectacular footage of DuQuoin qualifying heats, semis, and LCQ up through the rained-out 2-lap final includes great racing action including Doug Davis' bone jarring crash. Special bonus coverage of the Hagerstown Half-Mile. From Despain Video.

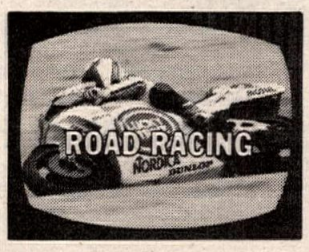
(#205) 1990 Peoria TT
Chris Carr wins Peoria so much, some say he "owns" this classic event - now you can own the video. Spectacular coverage of the action, including slo-mo replays of the semi-finals and main event crashes. From Despain Video.

(#206) 1990 Springfield Fall Mile
Scotty Parker wins, takes over points lead as Carr suffers an oil leak and black flag after leading much of the race. Ronnie Jones & Jay Springsteen make it to the winners circle. From Despain Video.

(#207) 1990 San Jose (Fall) Mile
Scotty Parker pulls off a miracle win on the restart after crashing spectacularly on the opening lap & a frantic race with the clock to repair his bike. From Despain Video

(#208) 1990 Ascot (Fall) Half-Mile
The last-ever AMA half-mile at Ascot, Ronnie Jones captures the main event win; Steve Morehead takes the $10,000 Camel Challenge; Will Davis' race-stopping crash, and more. From Despain Video.

(#209) 1990 Sacramento Mile
Parker takes the title with style in the final round of the series with a thrilling win over Carr and Jones. From Despain Video



(#78) The American Express
A review of the 1988 FIM World Road Racing 500cc Championships — All 15 races from Japan to Brazil in 60 minutes. Eddie Lawson wins Number One, but Wayne Gardner, Kevin Schwantz and Magee, Wayne Rainey and Randy Mamola made it hard to do. From Motovideo.

(#79) Australian RR GP 1989
Gardner homes in, Freddie Spencer returns, and all the fastest guys on the fastest bikes in the sport. 60 minutes. From Motovideo.

(#80) Japanese RR Grand Prix 1989
60 minutes. All the action. Cheaper than tickets and no ships. From Motovideo.

(#81) United States Grand Prix 1989
From Laguna Seca. Glory for Wayne, near tragedy, plus the fantastic sidecars in action. From Motovideo.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. See all the action! "Better than being there!" This is not the NBC version - 6 cameras, more racing action! 60 minutes. By Motovideo.

(#80A) 1990 Japanese RR Grand Prix
Rainey shows 'em his back in Japan; Schwantz recovers to finish third after crashing behind Gardner. Lawson starts season with crash. By Motovideo.

(#81A) 1990 USGP Laguna Seca
Rainey races clear of crash-fest at Laguna. Tremendous battle with Schwantz until turn 11 seals his fate. Excellent 250cc class action with Kocinski, Roth & Zeelenburg. By Motovideo.

(#82A) 1990 Spanish RR Grand Prix
Gardner ends drought with win at Jerez in front of 170,000 people. Kocinski wins "best race I ever had" by a whisker over Cadalora. By Motovideo.

(#83A) 1990 Italian RR Grand Prix
Team Yamaha Marlboro Roberts dominates the day as Americans Rainey and Kocinski win at Misano. By Motovideo.

(#84A) 1990 West German RR Grand Prix
Texan Schwantz walks away from field in first '90 GP win at Nurburgring Circuit. By Motovideo.

(#85A) 1990 Austrian RR Grand Prix
Tight action as Schwantz wins at Salzburgring by ½ second over Rainey, and Cadalora leads 5 riders across line within same second. By Motovideo.

(#86A) 1990 Yugoslavian RR Grand Prix
Rainey wins in less than ideal conditions as Schwantz & Mackenzie slice through the pack. Seven-rider duel in 250cc class is marred by tragedy as Reinhold Roth is injured in a major pile-up. By Motovideo.

(#87A) 1990 Dutch RR Grand Prix
Schwantz tames Rainey for the Texan's 3rd GP win of the season at the 60th Annual Dutch TT at Assen. Lawson & Gardner return to action. Thrilling 250cc action between Kocinski, Cardus, and Cadalora. By Motovideo.

(#88A) 1990 Belgian RR Grand Prix
The Marlboro Roberts Yamaha dream team dominates as Rainey and Kocinski win their classes at the rain-soaked Spa-Francorchamps circuit. Mamola crashes after working up to third. By Motovideo.

(#94) Isle of Man 1989
A new King of the Island. Steve Hislop pushes the out-right record to over 121 average speed, six times around the famous 37.7 mile course. See it yourself from all the best locations and the air! 60 minutes. From Motovideo.

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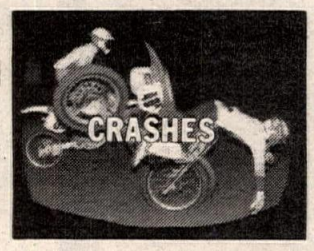

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(#104) Sturgis '89
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(#106) Daytona '90 - "A Ride on the Wild Side"
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(#107) Racing America Volume One
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(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. This is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118) 50 Years of Sturgis
When Sturgis was started back in 1938, no one ever dreamed if would grow into the greatest cycling event ever. Now over fifty years later, Sturgis is the Woodstock of cycling. 75 minutes by Panacom, from Progressive Design

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(#122) Ride America: "The Million Dllr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video

(#14A) 1990 N. American Speedway Final
See the top American speedway racers vie for honors to represent the USA in the World Championships. Highly competitive action from Long Beach Veterans stadium. 60 minutes, from Raz Video.

(#102) Speedway Ice World C'ships 1990
The Budweiser Indoor Speedway Ice Racing Championship in Tucson, AZ in January, this is a good look at the fun, fast, studded tire sport. From RAZ Video.

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy."

(#13) Riding Motocross — Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes. By Motovideo.

(#54) V-Twin Maintenance
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(#100) Rick Johnson's "Motovation"
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(#101) V-Twin Wheel Lacing
Expert wheel lacer Kennie Buchanan demonstrates the craft of wheel spoking, truing, runout correction. Covers American bikes completely, much adaptable to other wire wheels. 67 minutes produced from Tech Tapes.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clera understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video - I'm No Chicken!"
Follow "the Chicken" Jefff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. Great footage of the Chicken from his supercross performances and Mammoth, too. 60 minutes of entertainment from Motovideo.

(#77) 1989 International 6-Days Enduro
From Motovideo. 60 minutes.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Motovideo.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Motovideo.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller, also footage of the frigtening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

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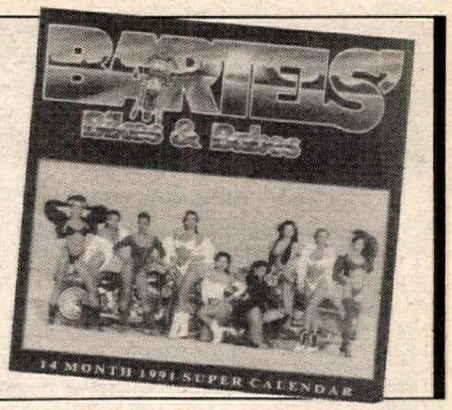

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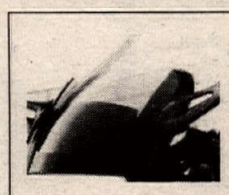

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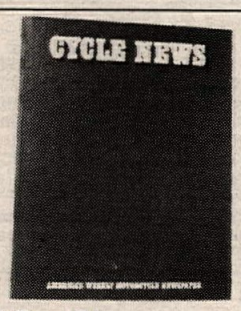

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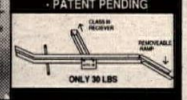

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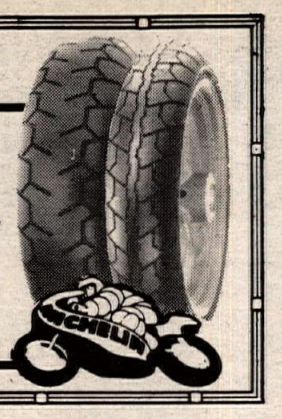

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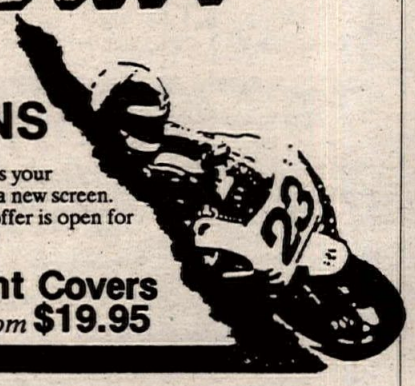

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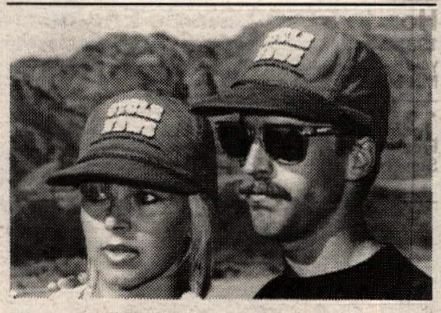

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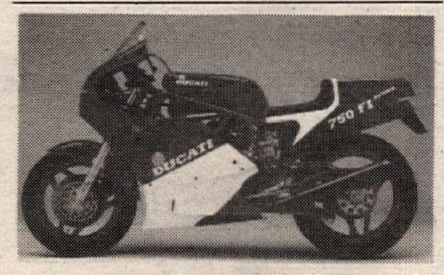

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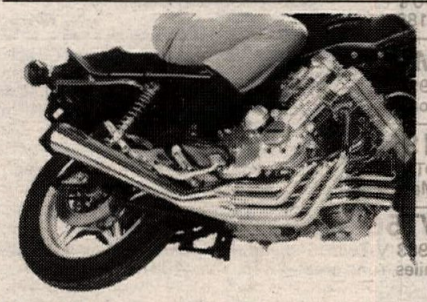

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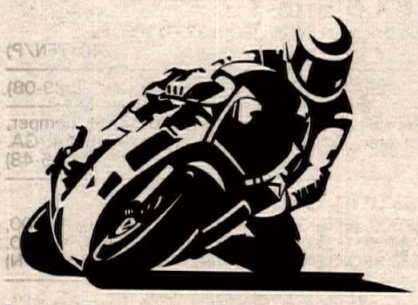

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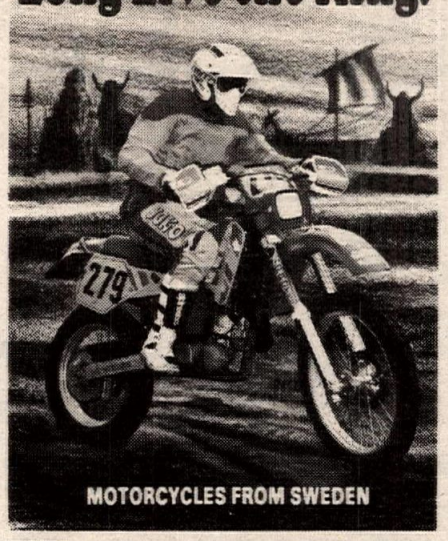

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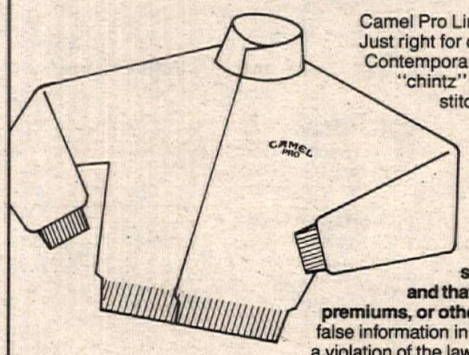

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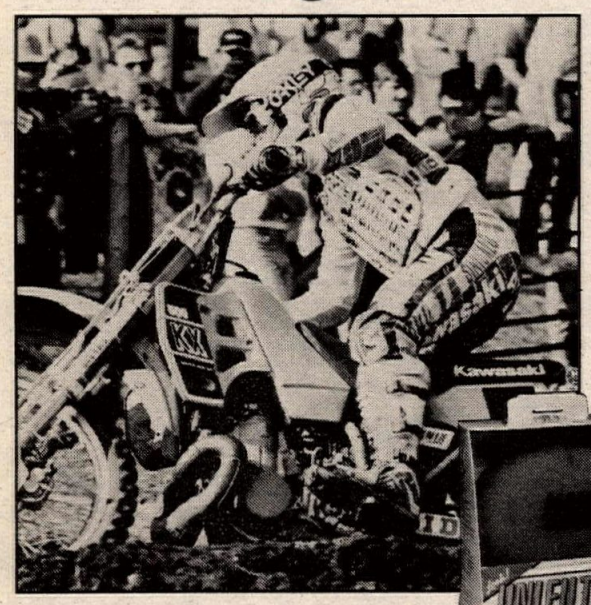

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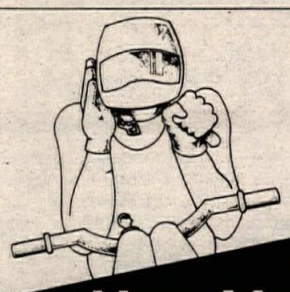

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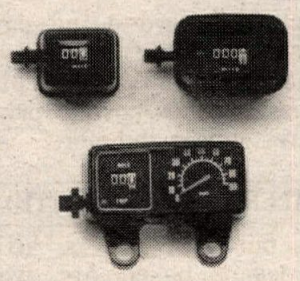

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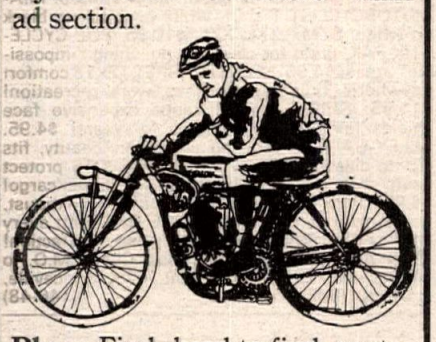

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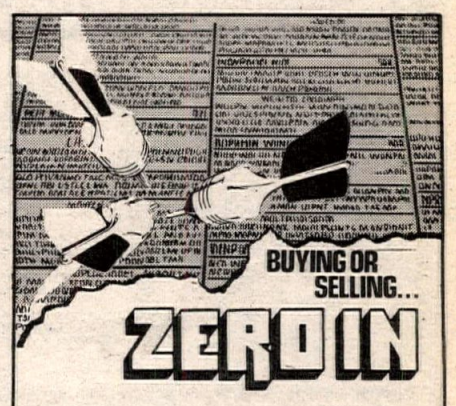

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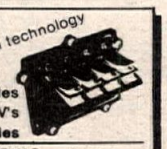

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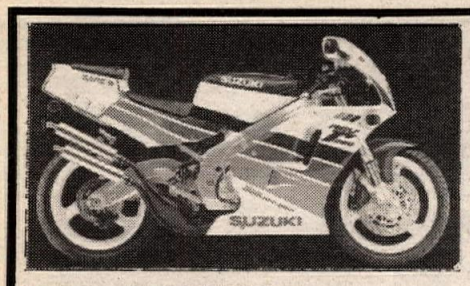

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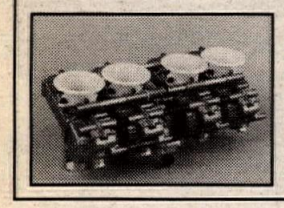

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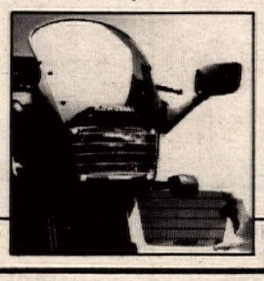

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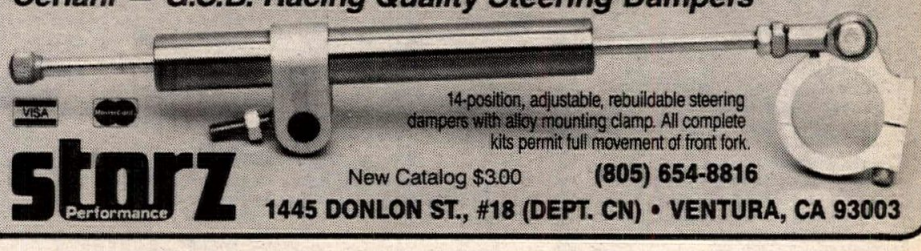

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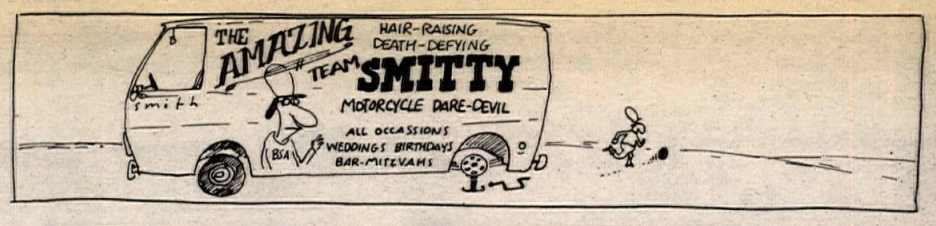

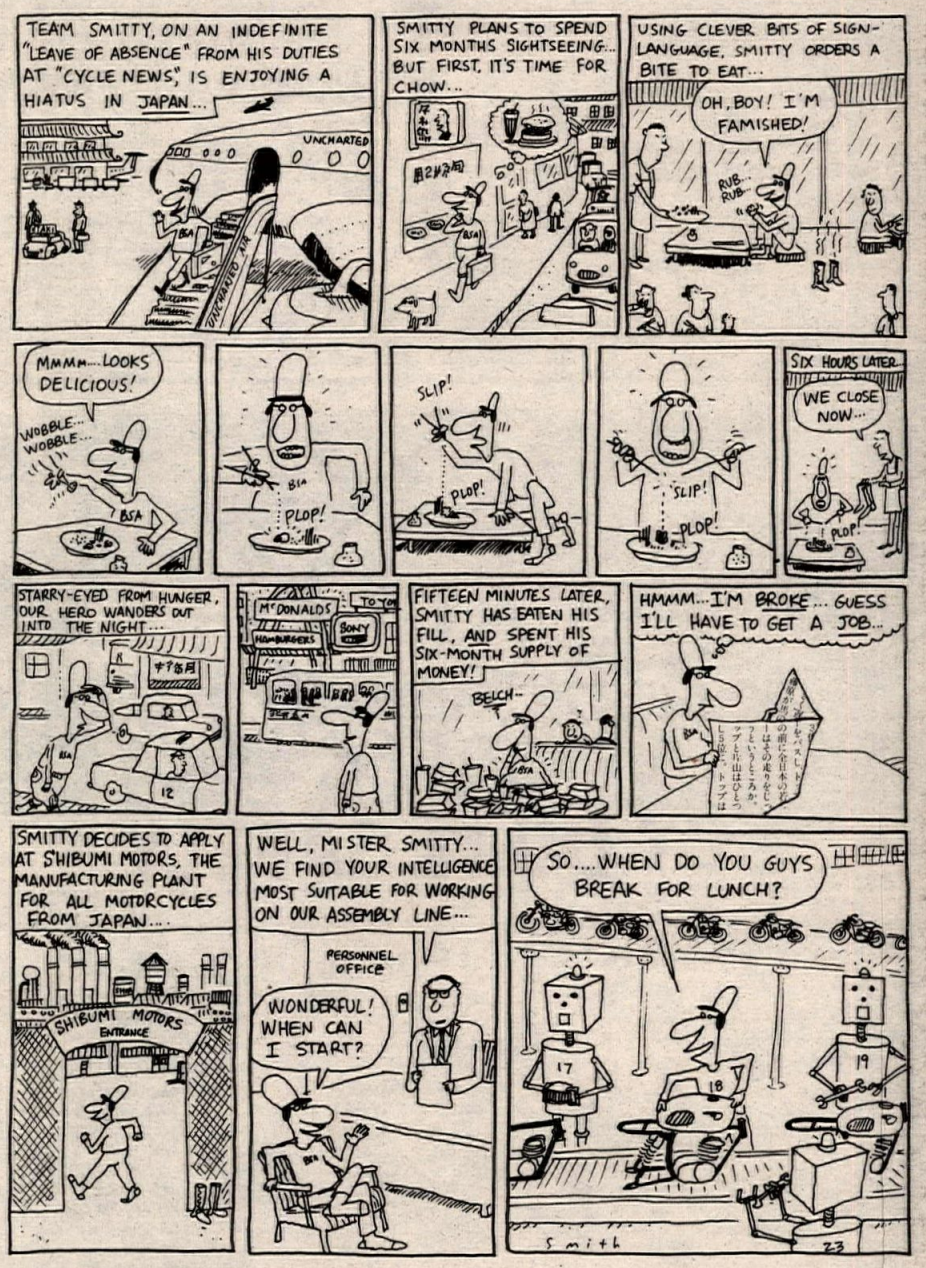

RESULTS

Motocross
Warrior MX Pk.
Warrior, AL
Oct. 27-28
By Gary Ross

JR CYC	
Daniel McElhiney	Suz
JR MINI	
Blake DeWitt	
SR MINI	
Scottie Pinson	Suz
Shane Berryhill	Hon
Kasie Powers	Suz
125 A	
Kevin Dollar	Suz
Jamie Adams	kaw
Jeremy Hartsfield	Suz
David Dillard	Hon
Alan Tunnell	Suz
125 C	
Jay Warren	Suz
Scott Stone	Yam
Rodney Mills	Hon
John Jones	kaw
Rory Rayne	Kaw
250 C	
Robbie Peterson	Hon
Jason Goodwin	Kaw
Todd Stetter	Kaw
Marty Williams	Suz
SR MEN	
Charlie Honeycutt	Hon
Murray Fait	Yam
Max Gray	Hon
1989 & OLDER BIKEs	
Michael Mims	Yam
Brian Duke	Hon
Bubba Bruce	Hon

Motocross
First State Racing
Delaware St. Frgrds
Harrington, DE
Oct. 21
By Harriett Gately

50	
Bruce LaBerge	Suz
Joel Griffith	Yam
Richard LaBerge	Suz
60	
Kyle Griffith	Kaw
Kevin Clarkston	Hon
80 12-13	
John Fuhr	Suz
Jonathan Barber	Kaw
80 14-15	
Robert Hoisington	Suz
Martin Hurley	Suz
Brian Short	Suz
80 PP	
Daphne Peaslee	Kaw
125 B	
Jeff Caudill	Kaw
Andrew Rogers	Kaw
125 C	
Edward Rex Jr.	Suz
Matthew Wells	
Jason Antonini	Kaw
Ronald Rose	Yam
Mathew Henry	Suz
250 B	
Steve Phillips	Hon
250 C	
William Griffith	Hon
Arnold Hastings	Hon
Ronald Beans	Kaw
Jay Bristol	Hon
Jeff Burns	Hon
OPEN A	
Claude Willett	Hon
Robert Curtain	KTM
25+	
Claude Willett	Hon
Steve Phillips	Hon
Scott Hardesty	Kaw
Charles Toller	Kaw
Joseph Sciarra	Hon

Motocross
Moreland's MX
Stanton, MI
Oct. 28

MINI JR	
Clint Sumner	Kaw
Robert Root	Kaw
Ben Furrow	Kaw
Kyle McLeod	Hon
David Morgan	Yam
MINI YTH	
Marshall VanZoeren	Yam
Jeffrey Vernon	Yam
Josh Quits	Kaw
Leroy Magoon	Kaw
Tony Bentley	Hon
SR	
William Meerhof	ATK
Ted Kilvington	C-A
Larry Hickman	Yam
S/SR	
Willard Root	ATK
Gary Gogarn	KTM
Lewis Beattie	Suz
Edward Densmore	KTM
NOV	
Jonathan Dreher	Kaw
Terry Handwerg	Yam
Scott Stewart	Hon
Kevin Davis	Suz
Brock Wolfeed	
125 EX	
Brad Lowe	Kaw
Rodger Outland	Yam
David Garrison	Suz
250 B	
James Smith	ATK
Jason Creech	Hon
David Hammel	Hon
Anthony Heath	Kaw
Terry Blower	kaw
F-4 STRK	
Sam Lloyd	Suz
Dennis Sumbera	Hon
Brian Mull	Suz
Marty Williamson	Hon
200 C	
Harry McAllister	Kaw
Shane Handwerg	Kaw
Jeff Furrow	Kaw
Anthony Herth	Kaw
OPEN A	
Thomas Cousinaw	Hon
Kirk Tolly	ATK
Gene Huntoon	Kaw
VET	
Paul Simons	Kaw
Frank Sanbrook	Kaw
Mike Ostafin	Hon
Kenneth Eddy	Hon
Dave Toogood	ATK
L/W TEAM	
Roger Stevens/ Aaron Hunt	Kaw
Gary Chafee/ Drug Chaffee	Hon
James Hunt/ Jeffery Hunt	Yam
Tony Cresco/ Todd Hotovy	Yam
Mark Becker/ Douglas Phelps	KTM
H/W TEAM	
David Reed/ Rodney Benjamin	Hon
Jay Osterhouse/ Matt Powers	Hon
Paul Danny/ Wayne Daman	Kaw
Patrick Allen/ Bradley Boteau	Hon
Arnie Mater/ Fritz Carlson	Hon

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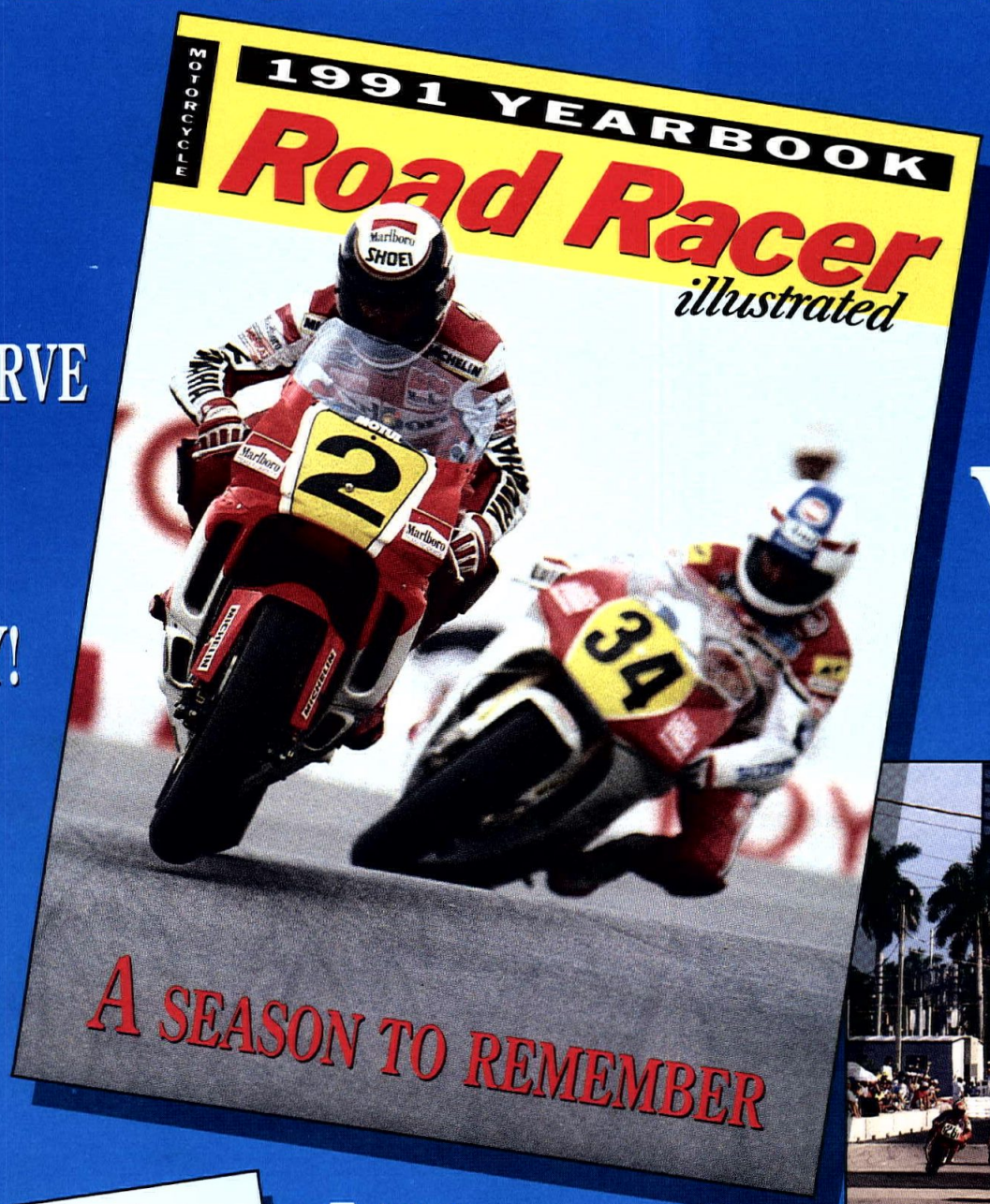

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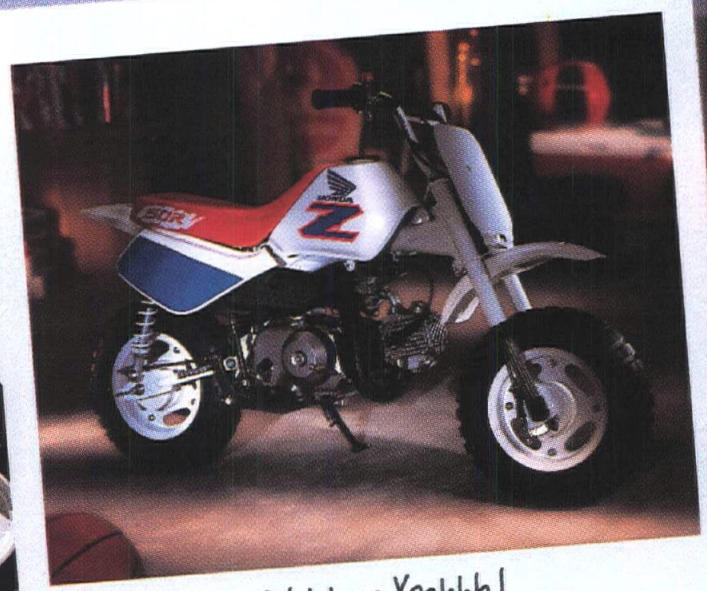

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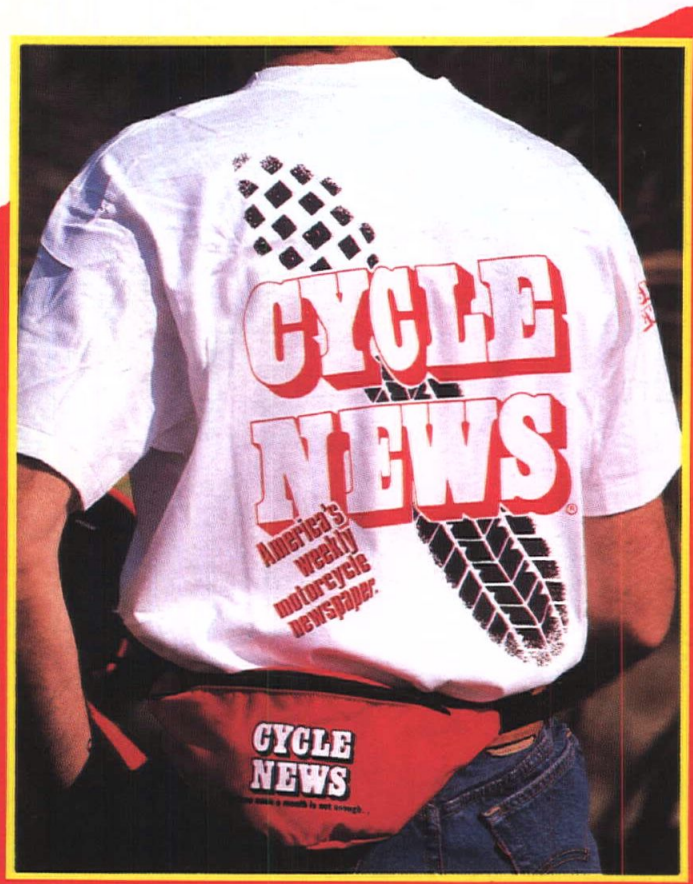

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